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SATURDAY, DECEMBER 5, 1925.

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THE STRIKE.

FORMER MANCHU OFFICIAL'S OPINION.

OFFICIAL MATTER.

Some interesting views on the solution of the strike problem have been put forward by Mr. Kong Kung-yan, a former official of the Manchu regime, who is well-known to the commercial communities of Canton and Hongkong.

Mr. Kong is reported to have said that the strike in Canton and Hongkong is on a different basis from that of the recent strike at Shanghai, inasmuch as in the North both labourers and merchants went on strike about the same time, while the labourers alone struck in Canton and Hongkong. Consequently the merchants at Shanghai, having had a voice in the strike, a solution was found much more easily than is likely to be the case in regard to Canton and Hongkong. Apart from this, the Shanghai incident had brought about a complication of other issues which have been the principal cause of the delay in finding a satisfactory solution. Under such circumstances, it was improbable that the merchants would of themselves be able to solve the knotted problem.

"Is it possible then to come to terms with the strikers?"

"Not impossible," answered Mr. Kong. "The strikers are not unfavourably disposed to a discussion of the problem, but all important questions they must confer with parties who enjoy the full confidence of the strikers. I can frankly tell you that the party which has the confidence of the strikers is the Canton Government, and if a solution is really desired, a speedy termination of this unhappy situation can only be effected by the Canton Government with the co-operation of the Hongkong Government."

SWATOW NEWS.

FARMERS' COMPLAINT TO STRIKERS.

News from Swatow states that the Mayor, Chan Go-man, has tendered his resignation, but this was not unexpected, in view of the fact that he was temporarily appointed to the post by Chang Kai-shek, whilst the substantive post was given to Fan Kee-moo by the Canton Government.

A further report says that the farmers have made a strong protest against the prohibition of their products, which they claim are mostly for consumption by Overseas Chinese in Siam, Singapore and the Malay States. The Strike Union, after completing an investigation into the matter, has now consented to modify the restriction to such articles as fowls, eggs, cabbage, peas, onions, carrots and beans, which come under the category of strict prohibition.

It is reported that the unit under the command of Ching Chim, which fought right through the operations in the East River section over pursuing the Yuet Kien until the greater part surrendered and what were left escaped across the border into Kiangsi, has now returned from active service to its assigned stations in the Moy Yuen district. It is said that as a recognition of their services, the unit will be formed into two divisions, and in future will be called as the 6th

MEMORIAL SERVICE.

TO LATE GENERAL ALBUQUERQUE.

A Requiem Mass was celebrated at the Catholic Cathedral this morning in memory, and for the repose of the soul, of the late General Cerveira de Albuquerque, father of the Consul-General for Portugal in Hongkong, who died in Lisbon last month. The main altar was suitably draped in black for the occasion and the catafalque, surrounded by lighted tapers, was raised below the steps of the Communion table.

Rev. Fr. Banchio officiated and was assisted by the Rev. Frs. Lachapelle and Man. The Catholic clergy was represented by the Rev. Fr. G. Spada, pro-Vicar Apostolic in Hongkong, the Rev. Fr. J. R. Naval, procurator of the Spanish Dominican Mission, and the seminarists. Rev. Fr. Riganiti presided at the organ and the full Cathedral choir rendered the solemn music for the occasion.

There were no invitations issued for the memorial service; but personal friends of Senhor A. Cerveira de Albuquerque e Castro, representatives of the various sections of the community were seen among the congregation present. As chief mourners the Portuguese Consul-General was present, accompanied by Mme. and Mlle. Albuquerque. The officers and the wife and daughter of the Commander of the *Patria*, the Portuguese gunboat in port, formed part of the congregation.

After Mass, the Absolution was pronounced by Fr. Banchio followed by the blessing of the catafalque. At the conclusion of the impressive ceremony, Senhor Albuquerque, who was visibly affected, and Mme. and Mlle. Albuquerque received the expressions of sympathy from the friends among the congregation.

LADY ASSAULTED.

INDIAN GUARD SENT TO GAOL.

An Indian guard, attached to the police training school, appeared before Mr. R. E. Lindsell, at the Central Magistracy to-day, on a charge of committing a common assault on a European lady.

His Worship asked the prosecuting police officer if he did not want a more serious charge to be made in view of the serious nature of the evidence.

Sub-inspector Richard Lannigan replied that the evidence available to him at the time did not warrant a more serious charge than that of common assault.

The evidence given by the complainant showed that last evening with some friends she was in a party proceeding towards the Theatre Royal to see the A. D. C. play. While going along Queen's Road Central, shortly before nine o'clock, they were approached by an Indian who, on passing, committed the assault complained of by laying his hand on the lady. Just as quickly as he did this, the Indian bolted up the street. He was chased by members of the party which included a number of ladies, and was caught near the Queen's Theatre.

The fugitive was given into the charge of Sergeant McEwen, and made a statement to the effect that the act was unpremeditated. While passing the lady, said, by mere accident he brushed against her shoulder.

The Magistrate, after hearing the evidence, sentenced the accused to six months' hard labour.

PACIFIC LABOUR.

CONFERENCE AT HONOLULU.

Melbourne, Dec. 4. The Pan Pacific Labour Conference will be opened in November, 1926, at Honolulu instead of at Sydney, as at first proposed. Representatives of Canada, South Africa, Singapore, India, the United States, Philippines, Hawaii, China and Japan have been invited to

SHIP SAFE.

FOUR DAYS OVERDUE AT KEELUNG.

ARRIVES MANILA.

Fears expressed for the safety of the British s.s. Pong Tong, which cleared for Keelung, Formosa, on Saturday last and was four days overdue to-day, have been set at rest by a wireless message from Manila this morning conveying the information of her safe arrival at the Philippine port.

The wire states that stress of weather prevented her reaching Keelung, and, as far as it is possible to ascertain, the vessel ran into a severe gale after rounding the southern point of Formosa. The master apparently battled with the storm for some time, eventually deciding to turn tail and run before it.

The Pong Tong left for Keelung with the object of re-bunkering before sailing for a long trip into the Pacific Isles and amongst those on board was Capt. G. D. Arthur, one of the principals of the firm of Messrs. Carmichael and Clarke, who, for the purposes of the voyage, it is stated, had signed on as second mate.

The vessel is a small one of 1,001 tons register and she is to coal at Manila and proceed with her interrupted voyage to the South Pacific.

PROHIBITION IN U. S.

AN APPEAL TO THE POPE.

Washington, Dec. 4. The United Committee for Prohibition Enforcement, representing both Roman Catholic and Protestant reform societies, has appealed to the Pope morally to support the enforcement of prohibition in the United States.

The appeal laments the apparent indifference of some American Catholics to the prohibition cause, and asks for a word from the Pope reiterating the "Catholic position of respect for civil authority."

The Committee has also written a letter to Pres. Coolidge urging the better enforcement of the liquor laws.—*Reuter*.

SWEDEN AND CHINA.

ADHERENCE TO WASHINGTON TREATY.

Stockholm, Dec. 4. The Swedish Government, on the invitation of the United States, has decided to signify its adhesion to the treaty with China signed at Washington on February 6th, 1922.—*Reuter*.

JACOB BARRED.

INDIAN L. T. A.'s BAN.

Delhi, Dec. 4. It is understood that the Indian Lawn Tennis Association has decided not to invite Jacob to play for India.—*Reuter*.

[It will be recalled that Jacob was suspended by the Association recently, in connection with his failure some months ago to satisfy the English Association concerning his Paris expenses while on tour.]

IMPORT DUTIES.

WRAPPING PAPER PROPOSAL DROPPED.

London, Dec. 4. In the House of Commons Mr. Stanley Baldwin stated that the proposed import duties on wrapping paper would not be taken this

OUR SHARE EXCHANGES.

A PERTINENT ENQUIRY.

We have received the following letter for publication:

Sir,—As one who is interested in a modest way in the local share market and as one also of those unfortunate persons who got "let down" by others in the collapse which came when the strike broke out, I should like to ask whether any of the three local share exchange associations have done anything at all to put into effect the excellent recommendations of the Commission of Enquiry. There has been a strange silence on the part of these Associations ever since the report was issued, and one sees men apparently operating on the market whom one knows for a fact to have badly failed but a few months ago. Of course, I am very well aware that the little bit of business being done at the moment is all (or nearly so) on a strictly cash basis, that there is no gambling in forward deals for the simple reason that no speculators are willing to buy or sell "forward." But I do think that some of the Commission's recommendations ought to be formally adopted by the associations so that when our share market comes back once again to the handling of a large volume of business there will be some effective check on the indiscriminate "plunging" of impetuous brokers, out to make a hasty rehabilitation of their fortunes. And, on the other hand, brokers want a little more protection than they have had in the past against the unscrupulous operator who protests that he cannot meet his obligation and yet who, by devious ways puts his wealth outside the reach of the man to whom he legitimately owes money.

I do sincerely hope that we are going to hear of something being done to show that the Hongkong share market has profited in wisdom by the sad experience of the past few months.—Yours, etc.,

MODEST OPERATOR.
Hongkong, December 4th, 1925.

FALL OF PAKHOI.

SOME FURTHER DETAILS.

With regards to the fall of Pakhoi, a report now comes to hand stating that General Lum Ching-ting, at the head of Canton Government troops, took possession of the city, and immediately issued a proclamation in the joint names of himself and General Sun Pao-fan declaring allegiance to the Canton Government. This development followed the recent report that General Sun had recently made overtures to General Chan Ming-shu, through General Lum, for a conditional surrender.

With the submission of the two districts of Yum Chow and Lim Chow, in the extreme south-west of the province, the possibility of the surrender of General Tang Poon-yan is now mooted. On the other hand, it is doubted whether the Canton Government will be willing to treat with him, as he is largely regarded in the same light as Chan King-ming.

CREDIT FOR BELGIUM.

AMERICAN PARTICIPATION.

New York, Dec. 4. Morgan's have announced American participation in the new credit arranged by British and other European banks for improving the monetary position of Belgium's credit. It is unofficially reported that about twenty-five million dollars, which have been added to previous grants affords Belgium approximately fifty millions for exchange stabilisation, which will eventually be absorbed by a hundred and fifty million international loan.—*Reuter*.

CANTON CHANGES

NEW-GOVERNMENT SYSTEM PROPOSED.

BEING TRIED OUT.

It is reported that as the unification of Kwangtung is practically an accomplished fact, a change or rather a modification in the administrative structure of the Committee of Political Affairs which has been under contemplation for some time is being put to the test. The centralisation of power in the hands of one man, the Governor, has not been satisfactory, and it is felt that a good and strong Government can only be evolved on a more popular basis. With that end in view, the Committee of Political Affairs is said to have agreed upon a change by which there will in future be six administrative circuits—east, north, west, south, central, and peninsula and island circuits.

There are over ninety districts within the jurisdiction of Kwangtung, so that each circuit will have about fifteen or sixteen districts within its administrative sphere. To each circuit will be appointed an Administrator of Civil Affairs whose power will be increased in that all appointments of civil officers will rest with him and not with the Governor as heretofore. By this delegation of power, it is hoped to hasten the development of highways and roads and natural resources of each locality, the enforcement of compulsory education, the improvement of sanitation and the advancement of research work which is necessary to the general welfare of the people.

A trial of this modified system of administration has commenced in the East Circuit, with Chow Yan-lai as the Administrator of Civil Affairs. Appointments of Administrators to the West and Central Circuits have also been announced, but these will not go into effect until a full report has been received from the East Circuit as to the results of this modified system of administration.

BANK RETURNS.

THE LATEST FIGURES.

The returns of the average amount of bank notes in circulation and of specie in reserve in Hongkong, during the month ended 30th November, 1925, as certified by the Managers of the respective Banks, are as follows:

Banks.	Average Amount.
Chartered Bank of India, Australia and China	\$14,211,790
Hongkong and Shanghai Banking Corporation	43,570,966
Mercantile Bank of India, Limited	1,417,710
Total	59,200,466
Banks.	Specie in Reserve.
Chartered Bank of India, Australia and China	\$ 5,000,000*
Hongkong and Shanghai Banking Corporation	36,000,000†
Mercantile Bank of India, Limited	550,000‡
Total	41,550,000

*In addition Sterling Securities deposited with the Crown Agents valued at £1,050,300.
†In addition Securities deposited with the Crown Agents and Straits Government valued at \$3,108,097.
‡In addition Securities deposited with the Crown Agents valued at

Bulls and Inners

From the Office Butts.

We understand that a Peak radio enthusiast has given up the hobby now that his wife has presented him with a loud speaker.

Secrets will come out. A Singapore paper, referring to Sir Claud Severn, remarked: "He learned to dream in Malaya."

A recent Volunteer order stipulated that men going for field operations should wear both belt and braces. Evidently no chances were being taken.

A local resident of considerable standing is said to be well on the way to recovery, after being addressed earlier in the week as "Say! Bo!"

Judging from some of the *coiffeurs* recently arrived back from Home leave, the owners must have been ducked in the Red Sea.

We understand that lighting-up time will be as usual on the night that St. George's Ball would have been held.

Very soon, the child of six who doesn't play the piano will be the prodigy.

Lots of motorists don't think much of pedestrians.

This H. C. L. seems to be the height of folly.

You can't do much without some backing, except when making an evening frock.

The vocal party given in a Kowloon flat the other night was generally voted a howling success.

A writer in the *Post*, refers to "boyish women with Garconne crops." This sort of thing really sticks in one's gizzard. The same writer says that a glass of hot water and "a dish of lemon for breakfast, and a glass of orange juice and bit of dry toast for lunch" forms an ideal diet. What's the use? Idealists digest the same!

When discussing the week's figures, we do think the M. O. might introduce a little human interest by including some of the snappy ones we occasionally see.

It may be dangerous to eat uncooked vegetables, but not nearly so much as swallowing some of the cooked stories retailed at the street corners these days.

St. Andrew's is to be the only big ball this season, which seems to show that Scotsmen are less influenced by the economy wave than they are supposed to be.

Perhaps Mr. Claxton could help in creating a better atmosphere between Hongkong and Canton.

The "Carinthia" tourist who stepped on to the Empress of Asia thinking it was the ferry-launch must have thought he was back home.

It's only an accident that some chauffeurs drive down Garden Road without meeting with one.

Being stung by a bee is said to be good for rheumatism. MacWhirter says it's unquestionably bad for the disposition.

The unexpected often happens in Canton, where a man has just been accidentally shot.

One of the members of the Polish Commission to the United States to investigate cable communication is nearly seven feet high. A regular telegraph Pole.

Apparently some local investments that used to sound good are not now considered good and sound.

"Notable Lunch" Sir Austin Chamberlain entertained to dinner," says the *China Mail*. The supposition is that it was a

The latest guaranteed-to-grow hair-merchant says that the human hair has muscles. Suppose that explains why some folk are so strong-headed.

The *China Mail* hopes that Miss Ruth St. Denis will address a meeting when next here. Just for a few minutes perhaps.

Liquor has been smuggled into the United States disguised as books. From the best collars we hope.

Music hath no charms to soothe the savage Kowloon gramophone players.

"Telephone Banned," says a newspaper heading. Ours often sounds like one.

This craze for short titles is going too far. A local bank has now changed its name to "Banque Franco-Chinoise Pour le Commerce and l'Industrie."

Funny how dreamy eyes keep a man wide awake.

That the sun should be five million years old is an argument in favour of regular habits.

We hope Sir Edward Stubbs will visit the London Zoo to say "Bungho" to Phyllis the Pangolin and any other personalities there from Hongkong.

The writer who said most of us had arrived in Hongkong too late in life was quite correct, judging from the advertisement of a local firm announcing revised prices "effective December 1st, 1925."

One thing our American tourist friends will never forget—the smells of Wanchai.

Judging by the spot where the Peak Tram usually stops nowadays, a Masonic reader suggests that since the accident to the bridge at the Upper Tram-station, the engineer has been taught to be cautious.

If bucks wore bipeds, we should be inclined to think that Cartledge was referring to them when he offered to fight "anything on two legs."

Judging from his way in going home, the Poakite who told his wife that he had been to the theatre, must have been guilty of a little bit of bluff.

The funny thing about those short skirts is that the less a woman gets for her money, the more she's satisfied.

The trouble with too many of our young men is that they think more of excess than success.

Fine show in the windows these days, which reminds us that the difference between a man and a woman buying a hat is only about two and a half hours.

Having charged Jack Dempsey \$6,000 for income tax, France must be getting ready to pay her debt to America.

The cost of living keeps going up. The largest item is still the cost of gas.

If you don't call your wife anything after your marriage, this can safely be put down to self-control.

If we must have another war, let's hope it will be between the saxophone and the ukulele.

In Hongkong, the clothes that make the woman are the clothes that break the man.

Maybe the way some of these funnies haunt us is because they



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A DIALOGUE BETWEEN CONNOISSEURS

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She.—Why! To Albert, of course, where we are sure to get the finest French Pastry and the best cooking.
He.—That is so! His French Cakes at \$1.00 per dozen, his Maderic Cakes, his Big Cakes, his Ice-Creams (combined with excellent cuisine) are made exclusively with the butter, milk and cream of the Dairy Farm Co., Ltd.
She.—Quite so!—and he also has a new menu comprising fifty new dishes which you can enjoy any time from 10.30 a.m. to Midnight.

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BORDER INCIDENT.

SUB-INSPECTOR BARNETT'S ENCOUNTER.

OFFICIAL REPORT ISSUED.

The following has been issued by the Hon. Colonial Secretary:—
 Early in the afternoon of the 1st December an Indian Lance Sergeant in charge at Ta Ku Ling Police Station informed Sub-Inspector Barnett, in charge at Sheung Shui Police Station, by telephone that Chinese soldiers or strike pickets posted in the Lo Fong gap had fired on a jinrikisha conveying a sick Indian policeman to the Sheung Shui Station. Shortly after this message was received the jinrikisha pulled arrived at Sheung Shui Station and stated that several persons had fired at his vehicle. Sub-Inspector Barnett thereupon proceeded towards the frontier, and at the village of San Uk Ling a complaint was made by certain villagers that strike pickets were continually trespassing in British territory. Sub-Inspector Barnett had proceeded a short distance when he was recalled by the villagers who pointed towards the low hills on the British side of the Sham Chun River and stated that three strikers were at the moment on the hills, within British territory.

The Meeting.

Sub-Inspector Barnett went at once in the direction pointed out, and when half way up the bridge, he saw three men coming towards him. One of the three promptly crouched behind a bank and fired two rounds at Sub-Inspector Barnett with a revolver at a range of about 100 yards. The Sub-Inspector replied with two rounds, without effect, and the men disappeared, one in one direction and the other two in another. The Sub-Inspector thereupon worked his way round the hill and suddenly came face to face with two men at distance of a few paces. He called out in Chinese "Mo Yuk" but the men made suspicious movements with their hands and broke apart. He thereupon fired three rounds with his revolver, killing both men. The Sub-Inspector found some little distance from where the men fell three badges, two of them pinned together. These latter are those worn by the third detachment of the Tenth Labour Corps, and the third is the badge of the Tai Chai, Po Shui Luk, Ching Cha Tai. On both men note-books were found, one of which contained a list of names of persons engaged in smuggling persons from Chinese into British territory.

Further Incidents.

The police have received a report that shots were fired at Ta Ku Ling police station from across the frontier on the afternoon of December 2. Three Indians on their way from Lo Fong to Sheung Shui were also fired on from across the river. They returned the shots and dispersed the men. On the same afternoon, three Weihaiwei constables from Cheung Shui were on their way to Ta Ku Ling when they were fired on. None of the shots took effect.

ANOTHER WEST RIVER P RACY.

A CANTON-WUCHOW STEAMER PIKATED.

According to a telegram to hand, the Canton-Wuchow steamer, Tai On, which was on her way down to Canton from Wuchow, was piked at Shihing. Booty of about \$10,000 was stolen and over 70 passengers were kidnapped.

POLICE FUNERAL.

THE LATE SERGEANT A. H. BLACKMAN.

A Large Attendance.

The funeral of the late Police Sergeant A. H. Blackman, of the Sai Kung Police Station, whose death occurred early on Thursday morning, took place at the Protestant Cemetery at Happy Valley yesterday afternoon.

The coffin, covered with the Union Jack, was conveyed to the cemetery on a gun carriage by police colleagues and was preceded by a party of 15 Royal Marines from the H.M.S. Hawkins, the late Sergeant having served in the Marines during the late war, prior to joining the Hongkong Police Force.

Representatives from all the local police stations followed the coffin from the old Fire Station. Among those present were Mr. P. J. W. Woodhouse, C. I. E. (Capt. Superintendent of Police), Mr. T. H. King (Director of Criminal Intelligence), Mr. W. R. Scott (Assistant Superintendent of Police), Mr. W. G. Gerrard (Assistant Superintendent of Police for the New Territories), Chief Inspector W. Kent and the Inspectors from the various Police Stations.

At the Monument the procession was joined by other police officers, a party of revenue officers, and Mr. T. N. MacKinnon (representing the Ex-Active Service Men's Association).

The graveside service was read by the Rev. T. B. Powell, the Cathedral Chaplain, and at the conclusion of the service the Royal Marines fired three rounds, while a bugler sounded the "Last Post."

The Floral Tributes.

There was a large number of wreaths laid on the grave, these including tributes from: Mother and Father, Harry, Winnie, "Tug," Mr. and Mrs. P. J. Woodhouse, Mr. and Mrs. W. G. Gerrard, Mr. and Mrs. E. I. Wynne-Jones, Mr. and Mrs. A. Grant, Mr. and Mrs. Everest and children, Mr. and Mrs. Stott, Sub-Inspector and Mrs. Bloor, Inspector and Mrs. Cashman and family, Mr. and Mrs. F. Hoare, Mr. and Mrs. K. W. Andrew, Mr. and Mrs. Langley, Mr. and Mrs. C. F. Alexander, Sub-Inspector and Mrs. John Murphy, Sub-Inspector and Mrs. H. Phillips, Mrs. Angus and family, Mr. and Mrs. A. Reynolds, Mr. and Mrs. W. E. Hollands, Mr. and Mrs. Chester-Woods, Mr. and Mrs. E. J. Ellis, Mrs. Bond and Sub-Inspector Moody.

Sergeants John Greig, J. Feely, D. Browne, Tyler and Ritchie, P. Barnicle, Whant and Charnon, E. G. Butler and Madgwick, G. W. Morton, Taylor, McLeod, Edwards and Lamprill.

Messes, F. Brett, P. Grant and J. Moss, Denny, Reid, C. Hall, Timothy Collins.

Sergeants' Mess Water Police Station, No. 2 Police Launch, No. 2 Police Launch, No. 1 Police Launch, Lance Sergeants' Mess Central, Lok Ma Chau Police Station, Inspectors and Sergeants of the Shaikwan Police Station, Sergeants' Mess No. 2 Police Station, Sergeants' Mess No. 7 Police Station, Sergeants' Mess Shamshipo Police Station, Comrades in the Yauwai Police Station, Comrades of the Police School, Police Inspectors' Mess Central.

Revenue Officers, European Officers' Mess Lai-chikok Prison, European Officers' Mess Victoria Gaol, Ex Royal Marines, Ex Active Service Men's Association, Royal Naval Yard Police, European Staff Kowloon Canton Railway, and the members of the United Service Lodge, No. 1341, E. C.

VISITORS.

THE PRESIDENT PIERCE'S PASSENGERS.

Notabilities Arriving and Passing Through.

Passengers disembarking at Hongkong from the President Pierce, which arrived yesterday from Manila, included Mr. J. Ferguson, of the Taikoo Dock, returning from a short holiday; Mr. J. Smirke, of the Hongkong Hotel, landing after a business trip to Manila; Mr. and Mrs. James J. Judge, of Indiana; Mrs. F. W. Longfellow and Miss E. Longfellow, of New York, on a round the world pleasure trip; Mr. A. G. S. Morton, manager of the Ukav-Mining Co., on business in the Colony.

Through passengers included: Col. W. R. Doores and family, returning to the United States. Col. Doores has just completed several years' foreign service in the Philippines as Harbour Defence Inspector, and is now being assigned to duty as executive of the 2nd Coast Artillery, with headquarters at Fort Totten, New York. Col. Doores and family will spend a short time in China, and then sail from Nagasaki on the transport Thomas.

Major John C. McDonnell, U.S.A., returning to the States after 2½ years' service in the Philippines. Major McDonnell has been in command of Camp Nichols aviation field, and is now being transferred to duty at the Wilbur Wright field Dayton, Ohio.

Mr. and Mrs. Graham H. Kemper, of Yokohama, are returning to that port where Mr. Kemper is the American Consul. They are accompanied by Mrs. Kemper's mother, Mrs. Louise H. Cowan, a well-known American authoress.

TRIAL TRIP.

NEW BRITISH INDIA SHIP.

The steamer Quilon, built by Messrs. William Gray and Co., Ltd., West Hartlepool, to the order of the British India Steam Navigation Co., Ltd., London, successfully ran her official sea trials recently.

The vessel is of the following dimensions:—Length overall, 502 ft.; breadth, 60 ft. 9 in.; depth moulded, 32 ft. 8 in. She has ample accommodation for a few passengers and for officers and crew, is fitted with wireless telegraphy, and has an electric light installation throughout. The outfit includes an ice-house for provisions, fresh water distiller, steam windlass, and steam steering gear, with telemotor control on bridge, cellular double bottom, deep ballast tank, fore and aft peak tanks, 18 derricks fitted on masts and derrick up-ribs, one 25-ton derrick, 19 steam winches exhausting into a winch condenser.

The propelling machinery, supplied by the Central Marine Engine Works of the builders, consists of balanced quadruple engines having four cylinders, 28 in., 41 in., 58 in., and 85 in. diameter by 54 in. stroke, with five large multitubular boilers working at 225 lbs. pressure.

A number of steamship auxiliaries of the well-known "CMEW" type, also made by the Central Marine Engine Works, are fitted, including centrifugal pump, pair of main feed pumps, general service pump, ballast pump, sanitary pump, fresh water pump, harbour feed pump, ash ejector pump, auxiliary condenser circulating pump, direct contact feed heater, evaporator, auxiliary condenser, and auxiliary surface feed water heater. The refrigerating plant installed has been supplied by J. and E. Hall, Ltd., of Dartford.

The owners were represented on the trial by Captain Penny and Mr. R. T. Wilson.

GREAT WINTER SALE

Commencing Saturday

October 31st

BIG BARGAINS

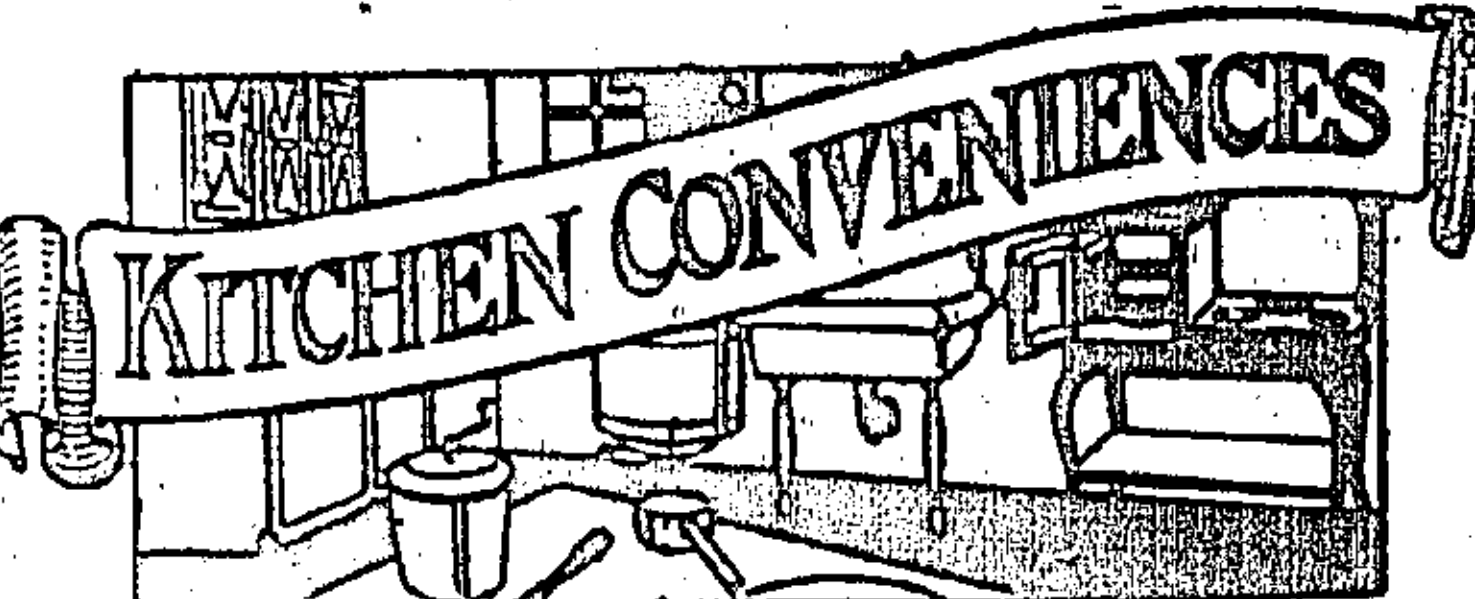
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 riches the blood and
 prevents childhood
 ailments. Ask for

**SCOTT'S
 Emulsion**

SAL ESMAN SAM.

So Near and Yet So Far

By Swan.

ALABOD FORN
 WINGMA FALLS
 TODAY'S
 IN DRY
 AND
 SOUL
 TO
 LUT
 TO
 WINGMA
 FALLS
 TO
 BRING
 BACK
 MY
 GUZZLY
 AND
 MILK
 WHO
 ARE
 VIKING
 THERE
 GOOD
 LUCK,
 FELLAS!

WELL—G BY MR. AMBELLER—
 WE'RE ON OUR WAY—YOU RUNT—
 GORE RIGHT WHILE WE'RE GONE—
 AND YOU'LL NEVER REGRET IT!

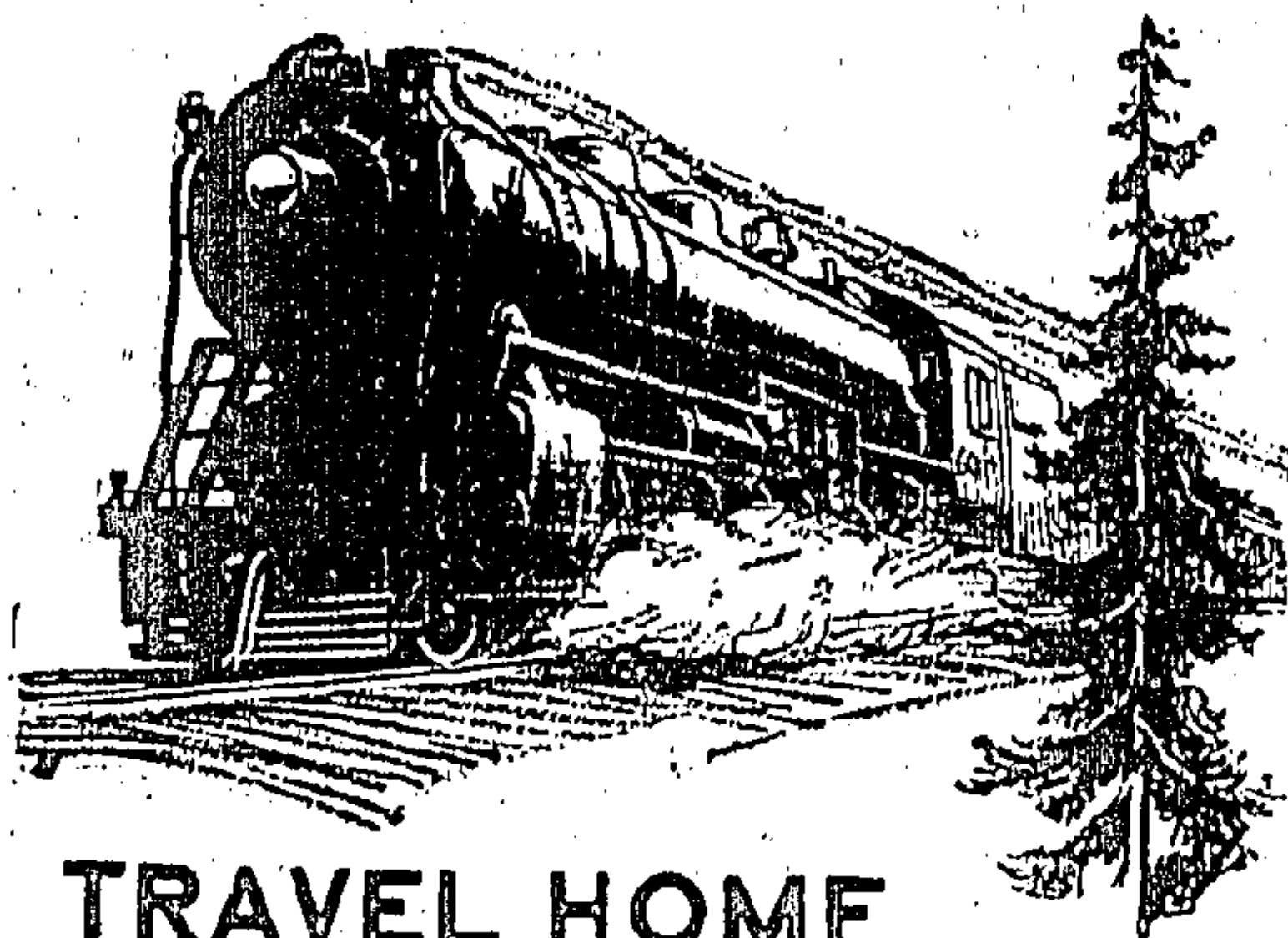
DANGERS!—HERE WE ARE—
 20 MILES FROM THE NEAREST
 TOWN AND THE OLD BUS STOPS
 ON US—IT WON'T RUN AT ALL—
 WHAT THE HECK'LL WE DO?

I'LL CALL UP AT
 THAT GASOLINE
 STATION AND
 HAVE A GARAGE
 FROM TOWN SEND
 TO SPAN OUT HERE
 TO SEE WHAT'S
 WRONG WITH IT

WE'LL SEND A MAN OVER—BUT IT'LL
 TAKE ABOUT TWO HOURS

YOU'RE ONLY OUTTA GAS—
 THASS ALL—
 \$15—PLEASE

"EVERY MILE A PICTURE."



TRAVEL HOME

via

THE NEW ROUTE

VANCOUVER — MONTREAL — NEW YORK.

Mt. Robson, highest of all Canadian Rockies.
Golf and comfort Jasper National Park Lodge.
Vast Forests and Grain Fields.
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Specially designed equipment in Trans-Continental
Trains — Unsurpassed Dining Car Service at moderate
rates — Radio equipped Observation Cars.

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CANADIAN NATIONAL RAILWAYS



CARNIVAL DANCE.

HAWKINS' SUCCESSFUL EFFORTS.

A Record Attendance.

A very successful Carnival dance was held in the Seamen's Institute on Thursday night, arranged by the Entertainment Committee of H.M.S. Hawkins. The hall was beautifully illuminated with coloured lanterns, thanks to the kindness of Lieut.-Com. Bindloss, R.N., and the efforts of P. O. Jacobs and A. B. Faithful. Splendid music was rendered by the Hawkins Dance Orchestra under the leadership of P. O. Wtr. Hall, and so numerous were the encores that a halt had to be called to enable the musicians to have a rest.

The carnival spirit prevailed throughout. The M.C. was Petty Officer Robinson. The judging was carried out by the spectators by means of voting cards and the result was: Ladies, 1st, Miss M. Fowler; 2nd, Mrs. Curzon. Men, 1st, Mr. J. Grenham; 2nd, Pay. Commander Roe, R.N. The lucky spot dances were won by: Ladies, Mrs. Croucher and Miss Thorn; Men, Mr. Hayward and Mr. Begen.

A novel feature of the evening was a bean guessing competition, which was won by Miss Eileen Allen with a guess of 1,158. The prizes were kindly presented by Commander Pott, R.N., who expressed thanks to the ladies for their kind attendance and also the Band for giving so many encores. To the Secretary, P. O. Tible, credit is due for the excellent arrangements. There was a record attendance.

N. Y. K. AND T. K. K.

PROGRESS OF MERGER NEGOTIATIONS.

The much-rumoured merger between the Nippon Yusen Kaisha and Toyo Kisen Kaisha will be an accomplished fact before long, according to Japanese papers. The Department of Communications is reported to have decided to grant a subsidy to the Nippon Yusen Kaisha on the San Francisco Line, which will be taken over from the Toyo Kisen Kaisha as a result of the merger. It seems that the Government thinks that there is no other way than this to maintain the service in accordance with the programme drawn up by it, and hopes the fusion will be carried out before it is too late. Indeed, the *Osaka Asahi* reports that at the request of the Communications Office the Nippon Yusen Kaisha has handed the authorities its terms and conditions on which the Company is willing to take over the business of the Toyo Kisen Kaisha. The N. Y. K. is prepared to offer the T. K. K. 100,000 shares in its capital for the amount invested by the latter in its business. Mr. Inouye Junnosuke, former Minister of Finance, who, with Viscount Shibusawa and Baron Go, takes a keen interest in the merger, called on Mr. Shirani, President of the Nippon Yusen Kaisha, at the suggestion of the Communications Department, and asked him to get the terms modified in favour of the T. K. K. Then Mr. Shirani called on Mr. Adachi, Minister of Communications, in this connection, when the Government programme for the maintenance of the San Francisco service was disclosed to him. Following this, the Board of the Nippon Yusen Kaisha held a meeting, at which it was practically decided that the Company take over the operation of the line and carry out the merger. The Board will draw up a fresh plan under which the merger may be carried out. Furnished with the terms and conditions on which the Nippon Yusen Kaisha is prepared to take over the T. K. K. business, the Department of Communications is understood to be ready to take up the matter with the T. K. K.

ATTEMPTED ROBBERY.

PLUCKY BOY FRIGHTENS ARMED GANG.

Before Mr. E. W. Hamilton at the Kowloon Magistracy yesterday afternoon, a Chinese was charged with being concerned in an attempted robbery at the Kwok Li Shipyard in Cheung Sha Wan on October 17.

The facts, as outlined by Sergeant Flattery, were that a telephone message was received at the Shamshui Police Station on the evening of October 17, stating that a man had been arrested by employees of the Kwok Li Shipyard and requesting a detective to be sent to take him in charge. The man was later handed over to a police officer on a charge of larceny, but subsequent investigations led the police to prefer a charge of attempted robbery against him.

A witness—a boy—would say, continued the Sergeant, that whilst having a wash in front of a hut in the yard at about 7.30 p.m., three men approached and pointed revolvers at him. They went into the shed, and whilst their attention was concentrated on the removal of a safe, the employee rushed to the roof of the house and gave the alarm. On returning to the ground floor, he found that the men had moved the safe to the front room and on his blowing a police whistle they ran away. The boy pursued one of the men and after a short chase the robber was intercepted by two villagers and arrested. The other two escaped.

In his evidence the boy, in answer to questions from the Bench, said that the prisoner discharged two rounds during the chase.

The revolver, which was found the following day, was produced and showed no signs of having been fired though the cartridges were marked.

The case was adjourned.

A HONGKONG BOY.

GRADUATE IN DENTISTRY.

Among the recent arrivals in the Colony is Dr. K. W. Chaun, son of Dr. M. H. Chaun, a prominent dental surgeon of the Colony. Dr. Chaun has just recently completed his education in America, having graduated from the College of Dentistry of the University of Pennsylvania with honours. He has also been elected a member of the Omicron Kappa Epsilon Dental Fraternity of America, an honour conferred only on students of high standing upon graduation.

Before going abroad, Dr. Chaun studied at St. Paul's College for a few years and finished up at Shanghai College, Shanghai. He expects to join his father in practice here. Speaking of Dr. Chaun, an American paper says: Dr. Kenneth Chaun, who spent several months at the home of Mr. and Mrs. Charles Wanner, has left for his home in Hongkong.

Dr. Chaun was graduated from the University of Pennsylvania in June with honours. He came to America at the age of 15. The fact that he graduated at such an early age, being too young to receive his diploma, shows his splendid preparation.

Dr. Chaun's father, who has a lucrative practice in Hongkong, and Mr. Wanner were classmates at the University of Pennsylvania.

Dr. Chaun expected to remain at the Wanner home until February when he would attain the age which would entitle him to his diploma, but two cablegrams from his parents making urgent requests for his return, frustrated his plans. He made many friends in the town during his visit.

SHIPBUILDERS.
SHIP REPAIRERS.
BOILER MAKERS.
FORGE MASTERS.
OXY-ACETYLENE AND
ELECTRIC WELDERS.
MECHANICAL AND
ELECTRICAL
ENGINEERS.

THE TAIKOO DOCKYARD & ENGINEERING COMPANY
OF HONGKONG, LIMITED.

—DRY DOCK—

LENGTH 787 FEET.

LENGTH ON BLOCKS 750 FEET.

DEPTH ON CENTRE OF

SILL (H.W.O.S.T.) 34 FT. 6 INS.

—THREE SLIPWAYS—

CAPABLE OF HANDLING SHIPS UP

TO 3000 TONS DISPLACEMENT.

ELECTRIC CRANE AT SEA WALL CAPABLE OF

LIFTING 100 TONS AT 70 FEET RADIUS.

TEL. ADDRESS:—"TAIKOODOCK" HONGKONG.

TELEPHONE NO. 212.

CALL FLAG: "C" OVER "AID. PENHANT."

BUTTERFIELD & SWIRE, Agents

HONGKONG, CHINA & JAPAN.

Daddy tells a Christmas Ghost Story



RAW FUEL.

Coal has to be carried from cellar to room.
Ashes have to be carried away and grates cleaned.

ELECTRIC HEAT.

At a touch of a switch the fire appears and attains full heat in a few minutes.

All the dirty work of handling coal is done for you at the electric generating station.

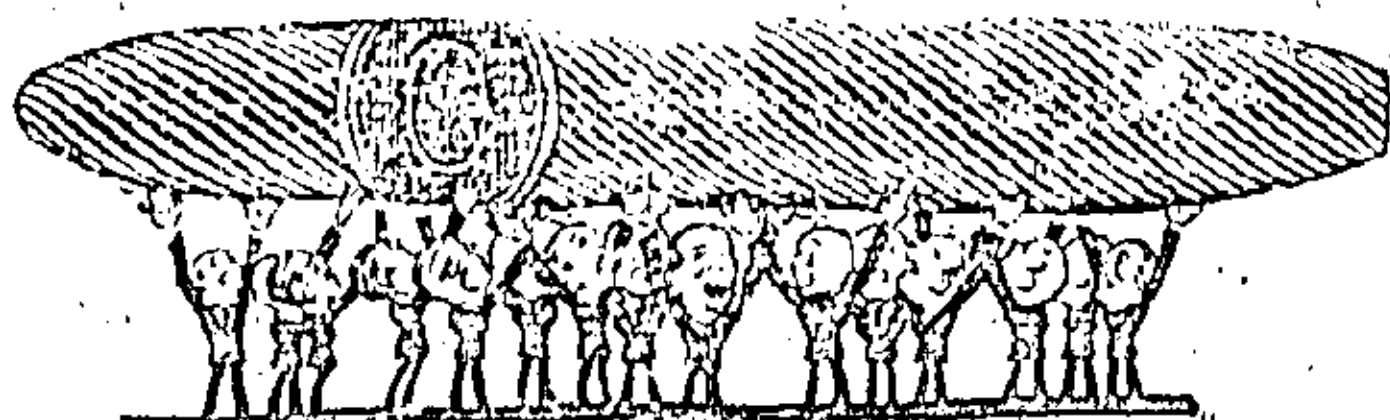
Move With The Times and Adopt Electric Heating.

THE CHINA LIGHT & POWER CO., (1918) LTD.

Show Room, 62, Nathan Road, Kowloon.

Phone No. 1,677

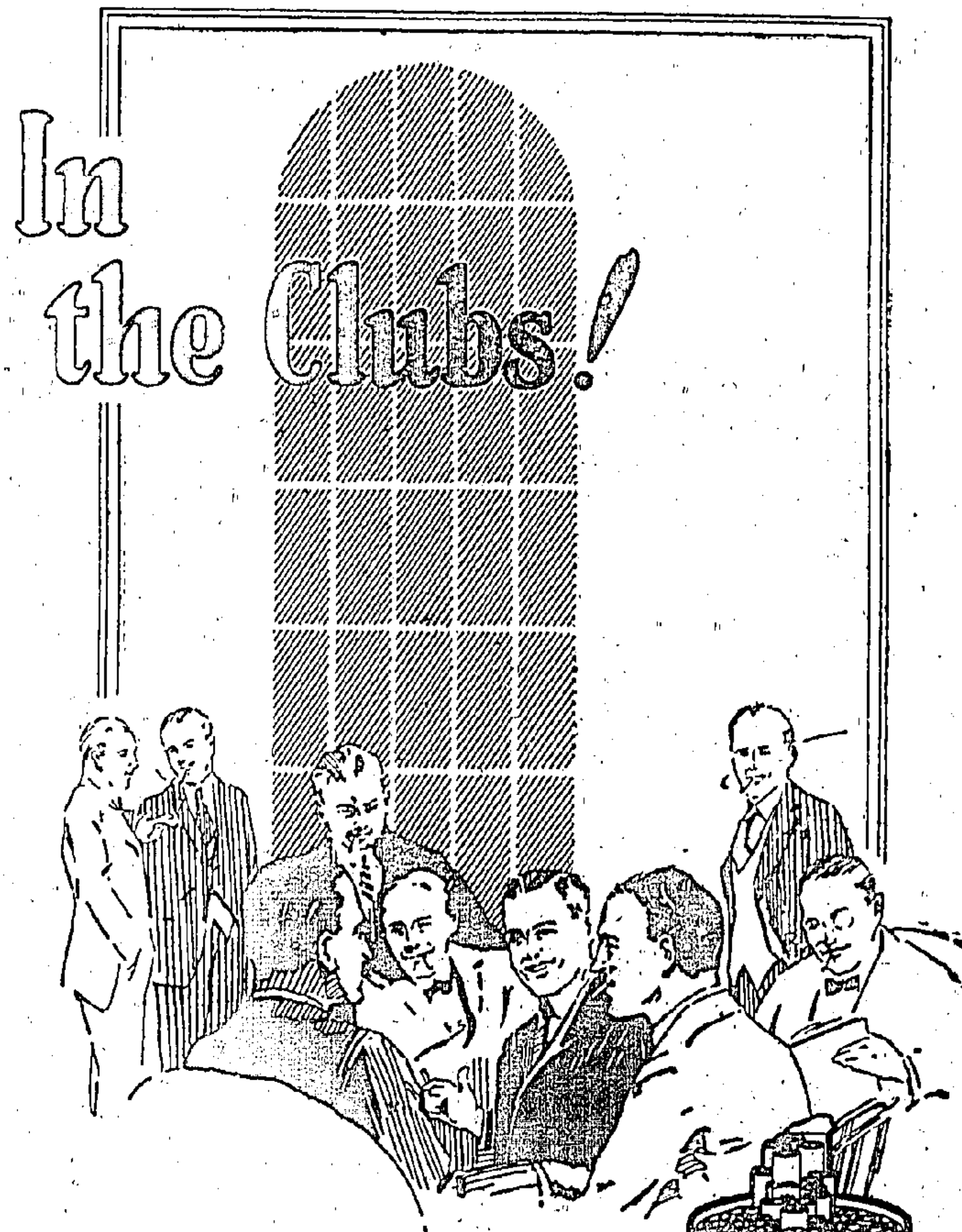
GERMINAL CIGARS



Why not get a box of really good Manila Cigars? We sell superb quality at low prices. Also Cigarettes, Tobaccos, Pipes and Smokers' Requisites.

VICENTE ATIENZA & CO.

54, Nathan Road, Kowloon. Telephone K.155.



Opinions flying about
Cigarettes going—
All sorts of opinions.
But mostly the same cigarette
CAPSTAN



The advertisement is issued by the British-American Tobacco Company Ltd.

B-242

XMAS GIFT BOXES

OF

CHOCOLATES

BE SURE THEY ARE EITHER

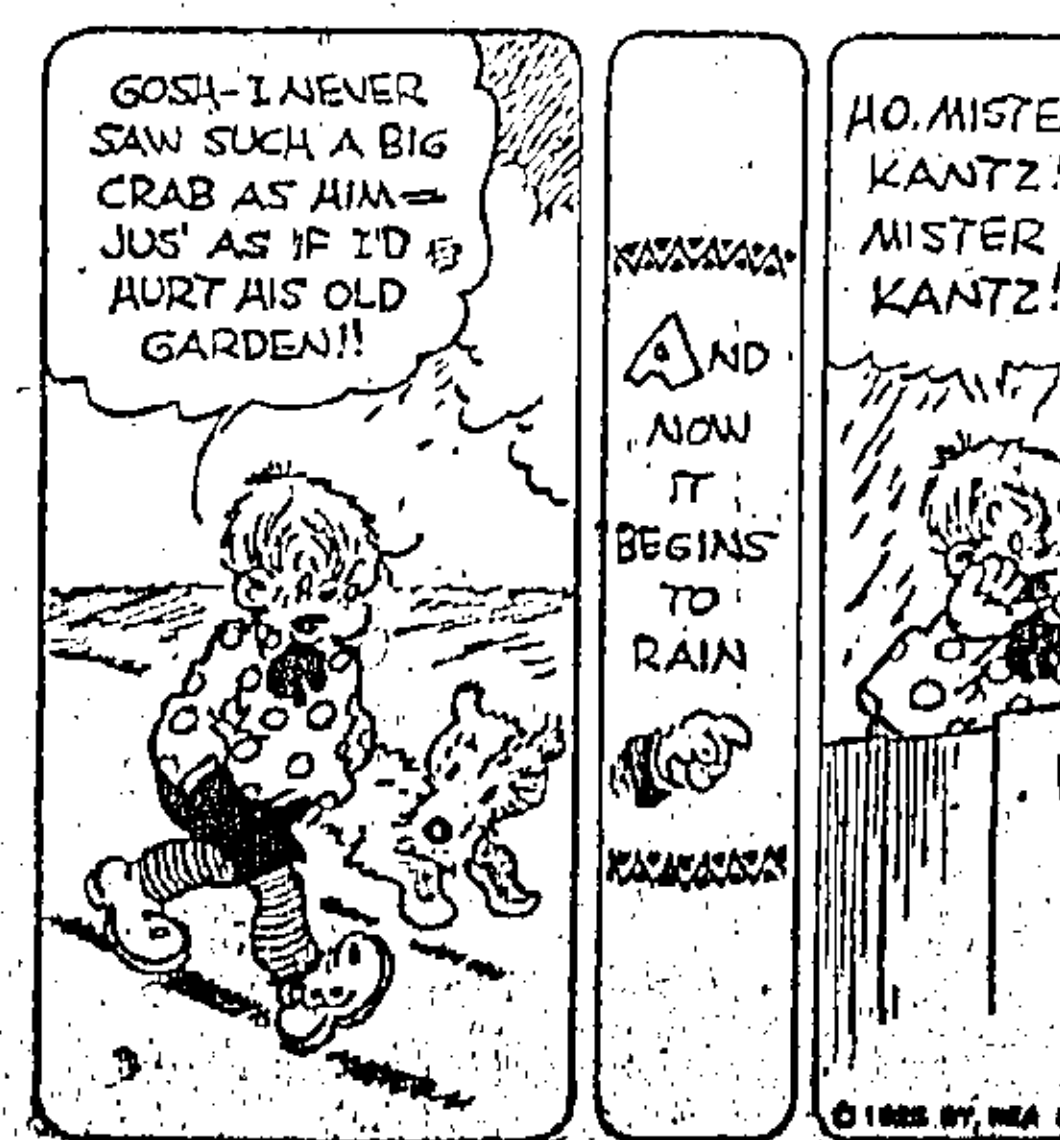
PETER
CAILLER

OR

KOHLER.

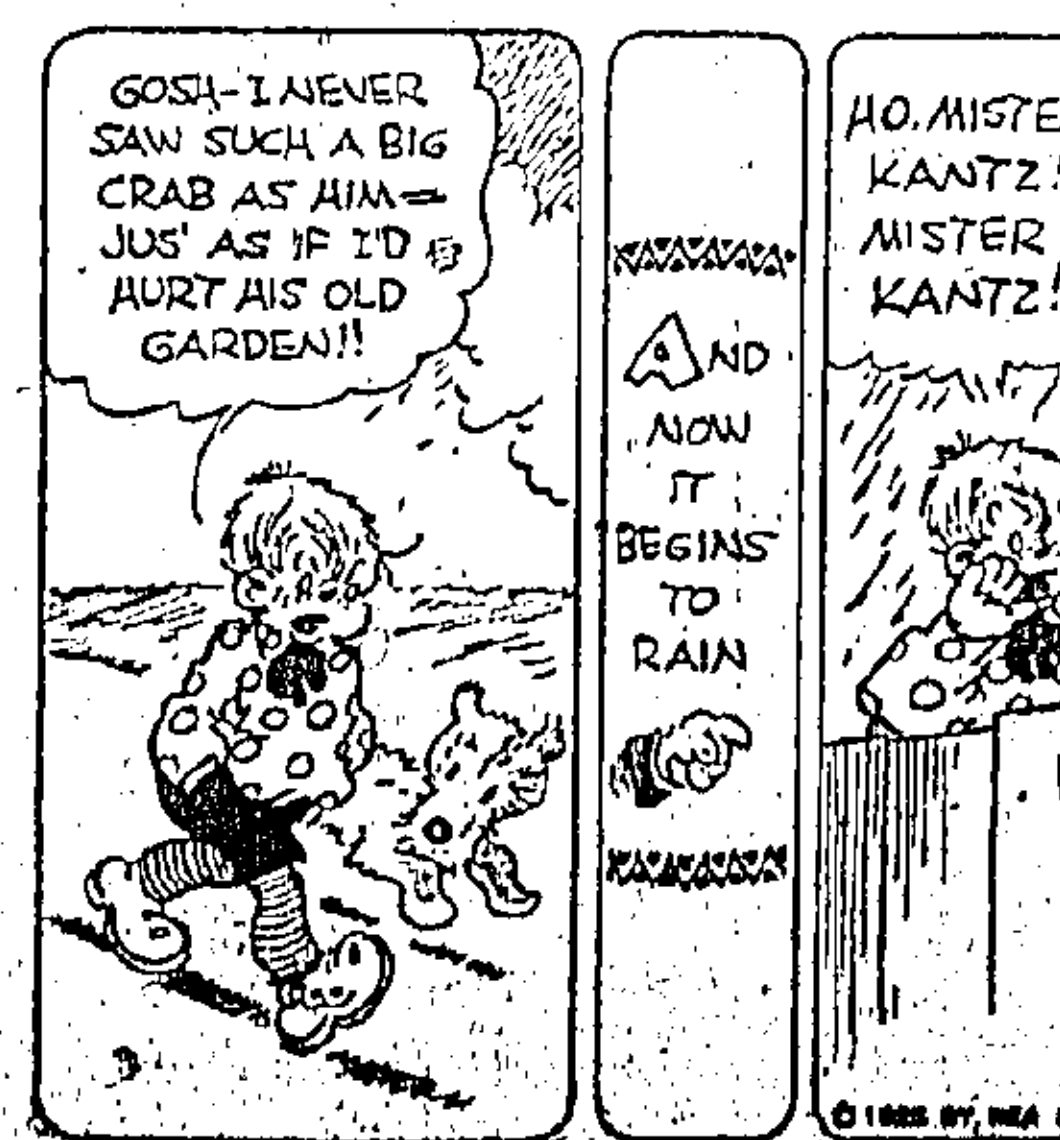
(Look for the Gold Seal Tab on each box)

FRECKLES AND HIS FRIENDS



Sarcasm or Information?

By Blosser



NEW ADVERTISEMENTS.

ADVERTISE YOUR WANTS IN
THE HONGKONG TELEGRAPH which is
THE EVENING NEWSPAPER
WITH THE LARGEST
CIRCULATION

25 WORDS FOR ONE DOLLAR PREPAID
\$1.50 if not prepaid.

Advertisers should note that replies must be called for at this office.

GIVE THESE COLUMNS AN OPPORTUNITY TO ASSIST YOU.

The following replies are awaiting collection:—
Nos. 1366, 1375, 1314, 1320, 1384, 1376, 1385, 1342, 1392, 1397, 1409, 1418

TUITION

SPANISH LANGUAGE TUITION—Students taught both Technical and Commercial Spanish, rapid method. Proficiency guaranteed in six months. The Spanish professor is a higher graduate of Madrid University. For particulars, apply Post Office Box 635.

PREMISES TO LET

PRIVATE HOME, quiet British family, full board and residence from \$4.00 daily. One minute from ferry. Special family rates. Cuisine under personal supervision. Victoria Gardens, Hankow Road, Kowloon, Tel. K.357.

TO LET—No. 11, Chatham Road, Kowloon. Apply to J. M. Pereira, Kowloon Hotel.

TO LET—Office on the first floor of the Bank of China Building, Entrance by Duddell Street. Apply to No. 1421 car of "Hongkong Telegraph."

TO LET—One Office room in Ico House Street. Apply to David Sassoon and Co., Ltd.

TWO ROOMS, Top Floor, Queen's Buildings. Apply Holyoak, Massey & Co., Ltd.

TO LET—One European flat, Wanchai Gap Road, Hongkong. Apply to 32 Kennedy Road.

CHURCH SERVICES.

St. John's Cathedral, Sunday 6th December, 1925; Holy Communion 8 a.m. (Choral); Children's Service 10 a.m.; Matins 11 o'clock. The Chaplain will preach on "The Sacramental Attitude." Holy Communion 12 noon. Evensong 6 p.m. The Rev. E. K. Quick will preach his last Sermon in the Cathedral. Subject: "Honesty."

HONGKONG ST. ANDREW'S SOCIETY

ANNUAL BALL
to be held on
Friday 26th February, 1926

The above date has now been fixed for the Annual Ball. Real Prizes will take place in the City Hall on Friday 19th Feb and on Tuesday 23rd February from 5.30 p.m. to 7 p.m.

Arrangements for Ball Tickets for Members and their guests will remain as already instructed for the original date unless the Honorary Secretary is notified in writing of any changes on or before Thursday, 18th Feb. 1926.

Owing to the resignation of Mr. A. Ritchie, the duties of Hon. Secretary will now be undertaken by the undersigned.

A. K. MACKENZIE,
c/o Messrs. Holyoak, Massey & Co., Ltd.
Queen's Building.

NOTICE.

That the insuring public approves of our methods and is satisfied with our results is demonstrated by the fact that the total amount of our assurance in force is now over 970 million gold dollars.

Sun Life Assurance Co. of Canada,
King's Building,
Hongkong, September 25, 1925.

MISCELLANEOUS.

FURNITURE of 2 roomed furnished flat for sale, or would let for term. Fitted with European bath, geyser, W.C. gas stove. Can be visited from Monday to 5 p.m. any day except Monday. Top floor, No 4 King's Terrace, Nathan Road, Kowloon.

"House, Flats, Building-Lots, Estates negotiated for rent, auction, or private sale. Management arranged for clients proceeding abroad. Telephone C4630. Small Investors, 11, Des Vaux Road."

PEAK CLUB.

A GRAND FANCY DRESS BALL will be held on Twelfth Night, Wednesday, 6th January, 1926, at 9.30 p.m.

Tickets \$3.00 each. As it will be necessary to limit the number of tickets to be issued, Members and Subscribers are advised to make early application for their requirements to the undersigned.

E. B. C. HORNELL,
Hon. Secretary.
Hongkong, 3rd December, 1925.

CYMDEITHAS DEWI SANT. (HONGKONG).

The Ordinary Annual Meeting of the above Society will be held at 5.15 p.m. on Wednesday, 16th December, 1925, in Mr. D. J. Lewis Office, Princes Building.

D. DAVIES,
Hon. Secretary.

NOTICE.

ANNUAL DINNER

The Hongkong University Engineering Society will hold its Annual Dinner on Saturday, 19th December 1925 at 8 o'clock, in the Great Hall of the Univ. City. Graduates and past members who wish to join and bring guests are requested to apply to the Hon. Secretary, Mr. T. K. Lau, Morrison Hall. Charge, \$3.00 per head.

ART EXHIBITION

JAPANESE OLD PRINTS, IVORY CARVINGS, SCREENS, OLD SILK BROCADES, etc., etc.

AT
MESSRS. KOMOR & KOMOR,
ALEXANDER BUILDING, 110, VICTORIA ROAD.

TEN DAYS ONLY.

Mr. K. HAYASHI of Tokyo will exhibit over 5,000 Prints by the Best Japanese Masters.

Prices ranging from 50 cents to \$2,000 Each.

Fine Embroidered Screens, Real Crystal Chandeliers, Prints and Ivory Carvings. Will be on view for 10 Days Only.

A Cordial Invitation is Extended to All Lovers of Art.

KOMOR & KOMOR.

INSTITUTION FOR THE BLIND.

KOWLOON CITY ROAD,
20 min from Star Ferry by Kowloon City Bus.

Come and buy our hand-knitteknit Coats, Sweaters, Jumpers, Shawls, Scarves Socks and all kinds of Children's Woolies.

Latest styles in "Fair Isle" and plain and fancy Jumpers. Orders taken for knitting in wool or silk.

K. BESWICK, Supt.
Telephone K. 101.

THE CHINA LIGHT & POWER COMPANY (1918) LIMITED.

The SEVENTH ORDINARY YEARLY MEETING OF SHAREHOLDERS in the above Company will be held at the Office of the Company, St. George's Building, Chater Road, Victoria, Hongkong, on Monday, the 21st December, 1925, at 11.30 o'clock in the forenoon, for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ended 30th September, 1925, and electing a Consulting Committee and Auditors.

The Transfer Books of the Company will be closed from Thursday, the 10th December, 1925, until Monday, the 21st December, 1925, both days inclusive.

SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 5th December, 1925.

HONGKONG BOXING ASSOCIATION.

THEATRE ROYAL

December, 7th. at 9.15 p.m.

Second Tournament of the season.

FINALS OF THE NOVICES COMPETITION.

MAIN EVENT

10 Round Welterweight Contest between

STOKER MORRELL and

ABLE SEAMAN EWING.

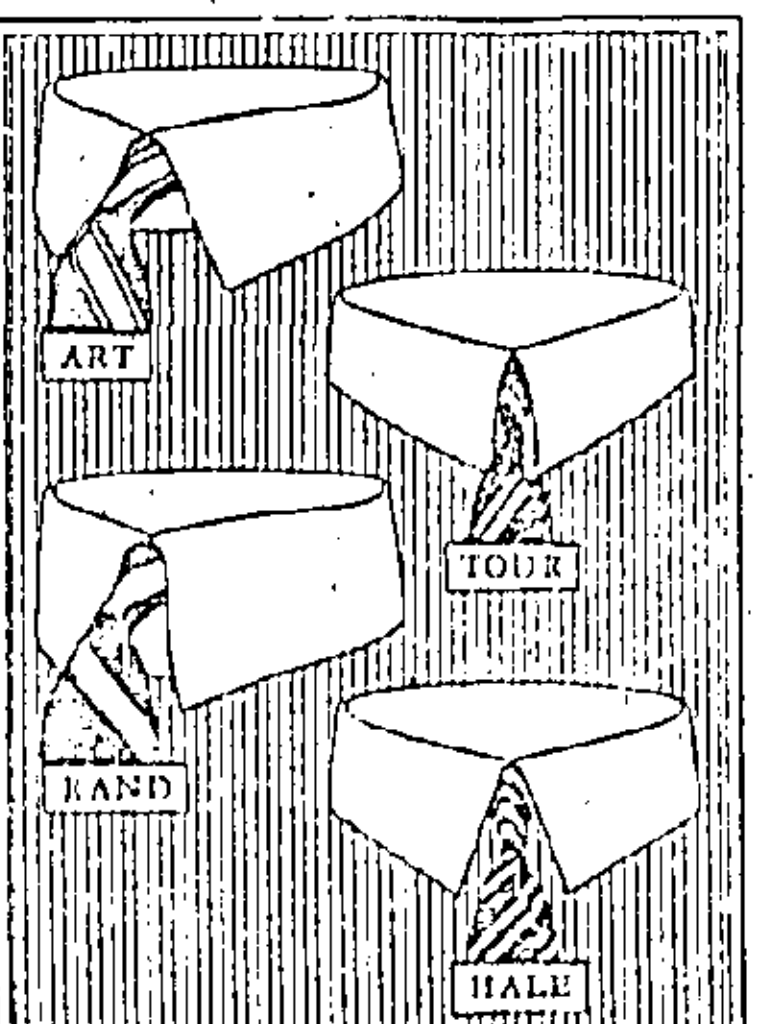
And five other six round contests.

Booking at Moutrie's for Members only on Friday the 4th.

GENERAL PUBLIC December 5th., and 7th.

Prices:—\$5, \$3 and \$1.

New Stock of
Candle
Shades
All Colours
and
Shade Holders
at
ANDERSON'S



ARROW
De Luxe Soft
COLLARS

Made of a durable fabric that will not shrink or wilt, and that can be laundered easily at home. These are made in quarter sizes to insure perfect fit.

SOLD at the BEST SHOPS

LAMMERT'S AUCTIONS

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction, on **TUESDAY**, the 8th December, 1925, at the Kowloon Naval Depot, commencing at 9.30 a.m.

Old and Surplus Victualling Stores.

Comprising:—Table Linen, Implements, Serge, Flannel, &c., Rommants, Blankets, Sundry Articles of Mess and Table Gear, (including Electric Plated Ware), Clothing, Condensed Provisions for Poultry Feeding, &c.

Terms of Sale:—As Detailed in Catalogues.

LAMMERT BROTHERS,
By Appointment Auctioneers to the Admiralty.

Hongkong, November 25, 1925.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction, on **WEDNESDAY**, the 9th December, 1925, commencing at 2.30 p.m., at their Sales Room, Duddell Street.

A Large and Fine Assortment of Xmas Toys.

comprising:—Dressed Dolls, Tea Sets, Toy Guns, Footballs, Rocking Horses, Men-of-War, Crackers, Fire Works, Xmas Trees, Blue Lights, Wooden and Mechanical Toys, Cooking Sets, Santa Claus Stockings, etc., etc.

On view from Tuesday, the 8th December, 1925.

Terms:—Cash on delivery.

LAMMERT BROS.,
Auctioneers.

Hongkong, December 5, 1925.

Mrs. SEKAI MASSAGE

Tel. No. C. 4483, 2nd floor.
No. 2, Duddell Street, Hongkong.

MASSAGE HALL.

Mrs. S. UZUNOFF,
Expert Masseuse,
37, Queen's Road, Central.
2nd Floor.

G. R. PUBLIC AUCTION

The Undersigned have received instructions to sell by Public Auction on

Tuesday, the 8th Dec., 1925
at the Kowloon Naval Depot, commencing at 9.30 a.m.

Old and Surplus Victualling Stores

Comprising:—Table Linen, Implements, Serge, Flannel, &c., Rommants, Blankets, Sundry Articles of Mess and Table Gear, (including Electric Plated Ware), Clothing, Condensed Provisions for Poultry Feeding, &c.

Terms of Sale:—As Detailed in Catalogues.

LAMMERT BROS.,
By Appointment Auctioneers to the Admiralty.

Hongkong, December 1925.

CHINA AUCTION ROOMS.

4, Duddell Street.
If you have anything you would like to sell, exchange or advertise send it to the CHINA AUCTION ROOM.

E. V. M. R. DE SOUSA,
Auctioneer.

HUGHES & HOUGH LIMITED.

GENERAL AUCTIONEERS.
IMPORTERS, EXPORTERS & GENERAL BROKERS.

LOST

Discomfort, dampness and a million leaks.

Genasco ROOFING

took them all away. You can lose your roof troubles, too. Let us show you how.

STOCKS CARRIED
SHEWAN, TOMES & CO.
IMPORT DEPARTMENT,
SOLE AGENTS.

THE 42nd ANNUAL AL FRESCO FETE

OF THE
SOCIETY OF ST. VINCENT DE PAUL

WILL BE HELD
IN THE COMPOUND OF THE CATHOLIC CATHEDRAL

ON
SUNDAY, 6th DECEMBER, 1925.

from 8.30 to 11.30 p.m.

UNDER THE DISTINGUISHED PATRONAGE OF
HIS EXCELLENCY THE GOVERNOR

Admission \$1.00

Soldiers and Sailors in Uniform Admitted at Half Price. Each ticket of admission entitles the holder to a SOUVENIR which may be had at the SOUVENIR Stall from 8.00 to 10.30 p.m. Those who exchange their admission tickets during the afternoon (3.00 to 5.30 p.m.) will receive at the same time tickets entitling them to free admission to the evening fete.

In the afternoon from 2.30 to 6.20 p.m. several STALLS will be open and amusements specially for children will be provided. Tea and Refreshment will be obtainable.

ADMISSION FREE.

The grounds will be brilliantly illuminated in the evening. The Band of the EAST SURREYS will play both in the afternoon and in the evening.

SOME FEATURES OF THE FETE

TOY BAZAAR, TEN CENTS STALL, PICTURE GALLERY, SHOOTING GALLERY, SURPRISE CAKE WITH DIAMOND RING, WEDDING RINGS, AND OTHER VALUABLE GIFTS, GUESTING STALL FOR A SUCKING PIG, XMAS CAKES, Etc. CANDY STALL, LUCKY WHEEL, CHINESE STALL, AMERICAN STALL, FRENCH STALL WITH KNITTED WORK AND CHILDREN'S CLOTHING AT MODERATE PRICES.

FARM YARD.

Come and Win Your Turkeys and Geese for CHRISTMAS. ALL BRED AND FED AT THE DAIRY FARM.

SEVERAL RAFFLES WITH VALUABLE PRIZES. Including a NEW 1920 AUSTIN—7 Family Model Car.

COME AND HELP HONGKONG'S POOR.



The pheasant-shooting party which assembled last week-end at Colonel Pepperton Curry's hospitable country house enjoyed, I understand, most excellent sport notwithstanding that the pheasants, which only arrived in a box from London late on Friday night, were not very strong on the wing the next morning. Much amusement was caused when the Hon. Mrs. Maldeigh Marthagh, of Macclesfield, who had gone out with the "guns", discovered that a pheasant had alighted on her hat, and was attempting to swallow the artificial bananas which decorated the brim. No damage, however, was sustained by her headgear, thanks to the prompt action of Captain Elbeaux-Lifter, who with commendable presence of mind, knocked the bird off its perch with his umbrella. It was a trifling unfortunate that by the same opportunity he also knocked off Mrs. Maldeigh Marthagh's back hair; but, as he laughingly explained to her, "you can't have it both ways."

requiring to be held while the Professor was dealing the fateful blow, there is little doubt that it would have successfully exploded. As it is, that's how Professor Bilgewater lost his left thumb.

Apparently (as the old hymn so very nearly says), "Cross-Words will never die, no, never die. Anyway, far from contracting an early demise, as many people predicted, the craze would seem to be going stronger than ever. Indeed, before me as I write lies the account of a poor chap who has been yanked off shrieking to a nursing home, suffering with a nervous breakdown wholly attributable to his passion for tackling those intriguing puzzles. But the catastrophe is not altogether surprising. After sitting up burning—and possibly drinking—the midnight oil for a week on end, toiling laboriously through the dictionary to find two measly but elusive three-lettered words defined respectively as "the appearance of young oysters" and "water-cress," it is a terrific shock to the nervous system to find that the answer to the first is "set" and to the other "rib." It's that kind of exasperating thing which makes one scream for Mr. Chambers' and Mr. Nuttall's left ears on a soap-dish.

British Summer Time having passed peacefully away at an early hour on a Sunday morning, I once again take down the office harp from the harp-pag and sing—

Fading leaf and falling tree
(Hope it doesn't fall on me!)
Both proclaim that B. S. T.
Has done a bunky-doo.

Five a.m.'s no longer four;
Dogs may function as of yore;
Farmers may rejoice once more;
Cows, exultant, moo.

Fading tree and falling leaf
Both attest that Time's a thief;
Art is long, and life is brief—
(But that don't worry me!)
Clocks no longer bear the strain
Of a false meridi-ano!
Greenwich is itself again!
Good-bye, B.S.T.

POEMS FOR THE PETS.

(A series of moral verses for juvenile readers.)

O, hear the fate of Henry Higgs,
Who would persist in eating twigs.

(Which is, as children all should know, the cause of much internal woe).

He paid no heed when people cried:
"They're very bad for your inside."

But went on chewing twigs of trees,
And said: "I'll do just as I please."

One day he ate a tiny acorn,

And that is how he lost his bacon:

For though, my pets, it may sound rummy,
An oak tree sprouted in his tummy,

And Henry, by this act laid low,
Died of ingrowing mistle-toe!

I am sure my readers will be delighted to hear that I have recently made the acquaintance of another eminent professor, who, I fancy, will prove of considerable assistance to me when I have occasion to deal in this column with matters requiring a knowledge of chemistry or physics. He is no less a personage than Professor Anaesthesia Bilgewater, who, as doubtless you are aware, was one of the first scientists to attempt the explosion of the atom. It is now a matter of history how he captured an atom, filled it full of fulminate of mercury, and then designed to whack it over the head with the coke-hammer; and had the atom only had the common sense to sit still without

land are those who paint the stripes on bullseyes.

M.D. (Edinburgh).—I can only advise you to take your hammer to the blacksmith's, and have it beaten out flat.

ANSWERS TO CORRESPONDENTS.

Mabel (Mabletherpe).—Yes; or on second thoughts, no.

Mary (Argyll).—You are quite right. Ladybirds do not sing on Mondays.

Jock (Hazeldean).—Sir Harry Lauder's height is between five and six feet, but slightly more when he stands on a hassock.

Birdie (Crowborough).—I cannot suggest why the pelican is so called, except that its name happens to be spelt that way.

Bolsky (Skunksk, N. Russia).—The best paid workmen in England

land are those who paint the stripes on bullseyes.

M.D. (Edinburgh).—I can only advise you to take your hammer to the blacksmith's, and have it beaten out flat.

A Dutch shipbuilding wharf has just finished the construction of the largest dredger in the world. The ship, which is built for England, measures 65 yards; its width is nearly 11 yards, and it is able to dredge to the depth of 25 yards, working some 1,600 tons of mud per hour. The dredger was to start its work recently. It will be used for clearing the new harbour of Southampton.

The Rev. Professor Sayce, who lectured to the Scottish Ecclesiological Society at Edinburgh, described the excavations at the church of San Sebastiano, Rome, and said it was archaeologically certain that the bodies of St. Peter and St. Paul were actually lying at present under the high altar of St. Peter's. This was the most interesting and important result of the excavations, but much had also been found of interest to the early history of Christianity.

He: "You told me there was no foot in your family!"
She: "That was before I married you!"

MASSAGE

Mr. N. AKAJI,
Mrs. E. AKAJI.

Graduate of Tokyo Massage School
No. 25a, 2nd Floor, WYNDHAM ST.
HONGKONG. TEL. C4705



BUY
MORE
RICH THICK
CREAM

WOMEN'S INTERESTS

NOTHING
NICER
THAN
NESTLÉ'S



This shows you how small and abbreviated a thing the skirt has become in Paris. The coat is of white leather embroidered in Nile green raffia, and the hat is of the same materials. The coat is of heavy white silk with a brocaded satin pattern.

Some of the newest satin slip-pers are embroidered on the heel and across the back but quite plain in the front.

Wide bands of gold and silver cloth trim evening gowns of velvet and chiffons of rainbow tints.

WATCH YOUR CONVERSATION.

It has been said that in these hurly-burly days the true art of polite conversation has become almost lost in obscurity, but for all the colloquialisms and slang which predominate in our casual converse, the well-bred woman is known by her speech.

However carelessly she chatters, apart from the cultured tones of her voice, there is an unconscious, but inherent good breeding in the turn of her words. From the nursery days you feel that she has been taught to pronounce them distinctly and never allowed to use common phrases.

A reiterated "she said and he said and I said," while recounting an incident, jars on one's good taste after a while, as also does the woman who, either through inattention or mere laziness, persists in addressing her friends as "Mrs.—or—" or "Mr.—or—," quite heedless that more politeness demands that their names are properly articulated.

Talking "down" to those one might consider one's social inferiors is another mistake. Abruptness to shop assistants, the omission of thanks for services rendered and trouble taken, and patronising remarks, spoil the possibly otherwise faultless behaviour of any woman.

Don't fall into the very youthful and inexperienced habit of banter in conversation, unless with people with whom you are really intimate. Brilliant, but kindly wit is the only medium for badinage and repartee. Otherwise you may appear gauche and rude without the excuse of humour which might make it forgivable.

MILLINERY FROM PARIS.

Felt must make way for more ambitious materials in the latest Paris millinery, namely those of velours, or velvet. As regards shape, smallness is the keynote. Crowns are square blocked, or at least shaped and certainly higher, recalling that old fashioned favourite the "chimney pot" crown. Feathers will be far and away the most successful trimming.

The brightly coloured plumage of tiny birds is most sought after, arranged in little tufts or made up wings. Original flowers are also to be seen, these too fashioned from clipped feathers.



Some types of the latest Autumn modes.

A feeling of dignity and importance has crept into the new gown, making a pleasing contrast to the erstwhile flapper frocks.

Frequently the gold brocade or lace gown is lavishly encrusted with beads, jewels or embroidery, to heighten its magnificence.

The dinner gown in the photograph is of youthful line and cut and is decorated with a scroll design of rubies that add interest as well as colour.

At the sides this design meets the inset draperies which form modifications of the old train idea. The frock is cut low under the

arm, a line that is new this season and is very flattering.

The evening coat is another example of the vogue for metal effects. It is of imported gold cloth, as soft as velvet, lined with sapphire blue velvet.

The coat is cut with circular godets, which provide the smart flared silhouette and yet preserve the feeling of youth and slenderness. The sleeves are banded as is the skirt with fox.

In connection with coats it is well to emphasize the flare, for while one may adhere to the straight line in dresses and still be correct, the coat or evening wrap really must flare and ripple.

The photograph in the centre illustrates the new type of fur trimmed sport costume. It is of a warm pinkish beige jersey banded with dark, lustrous mink, and consists in a long jumper blouse bound with brown faille ribbon which pulls down nearly to the knees, and a full skirt.

The fur is used to make the collar and cuffs and the wide belt which defines the low waistline. While this fur belt is smart on a very tall, slender figure, it would be disastrous on a short, or heavy one. As a substitute there might be one of velvet, or the belt could be omitted entirely.

LUXURIOUS TRIFLES.

There are marvellous little onyx and crystal cigarette boxes and complexion holders. Nowadays an accessory of this sort is a bewildering design of precious stones on a jade, coral, or lapis-lazuli box. Straggling sprays of little flowers arranged on golden stalks wander over a pinkshaded crystal box, while initials completed with wide bands of diamonds form a more ordinary design. Any amount of knick-knacks joined to a jewelled handle is the ideal of every smart woman, who collects a matching lipstick holder, stamp and match-box, and all are equally valuable.

THE WAVING HEMLINE.

Nobody can say how the hemline comes and goes this autumn, for there is enough variation to please everybody. The most popular design gives the effect of an inverted flower.

It is with evening gowns that the most charming effects can be obtained. Diaphanous materials lay themselves open to any amount of fluting and petal effects.

Uneven pointed hemlines, rich with sequin trimming and diamonds, are shown, also bows which are caught up in front or at the back in a heap of gathers, naturally taking the hemline up with them. This effect is arranged with godet panels, and is especially noticeable on the Princess frock.

Fluting resembling a convoluted organ is a novelty. Scallopings are shown by nearly every couturier in his own special manner. Frocks entirely scalloped and head edged are fascinating when the wearer moves! Coats with a fur hem also succumb to the craze, and are cut away in double or treble tiers. This, by the way, is

A SMART COAT.



Here wood buttons, polished and stained, fasten the lower part of the coat and entirely ignore the upper part. Beaver fur, brick red suede velours and a lining of natural colour Kashmir all go into the making of the coat.

an artful way of showing a short frock, with sufficient length to make a sitting position a graceful accomplishment.

LOVELY NEW FURS.

Furriers are treating the hair of animals with as much enterprise, skill and care as hair dressers treat the locks of their clients, and some really lovely new tones are the result. Incidentally, if a woman wishes her furs to reflect the glint of her hair she may have it so.

Golden mole is a true henna shade; chestnut "seal musquash" has all the colour and warmth of the red-brown hair which used to be known by the same name. Golden furs appear to be extremely popular, and the golden-hued molekin is liked particularly well when it is used for a coat that has a huge collar, cuffs and deep border of red fox.

Golden brown beaver, silver seal, and gazelle fur with its almost startling stripes and markings, are also favourites. Other furs are shaded, smoked or spotted, not necessarily by nature, for art is doing as astonishing and as beautiful things as Nature does herself.

THIS WEEK'S RECIPE.

HAZEL NUT PUDDING.

Required: 4oz. of hazel nuts, 4oz. of bread or cake crumbs, 1 lemon, 2oz. of sugar, 1 pint of milk, 2 eggs, strawberry jam.

Shell and weigh the nuts, toast them in the oven for a few minutes, then chop them finely. Add the crumbs and the grated rind of half a lemon. Boil the milk and pour it over the nut mixture, add the yolks of the eggs beaten up with the sugar. Put a layer of strawberry jam at the bottom of a piedish, pour the mixture over, and bake in a moderate oven for 1-hour or until firm when pressed. Whip the whites of the eggs to a stiff meringue, sweeten to taste, and flavour with vanilla; pile this over the pudding, sift castor sugar over, and brown in the oven. Serve hot or cold.

AN UNPOPULAR COLOUR.

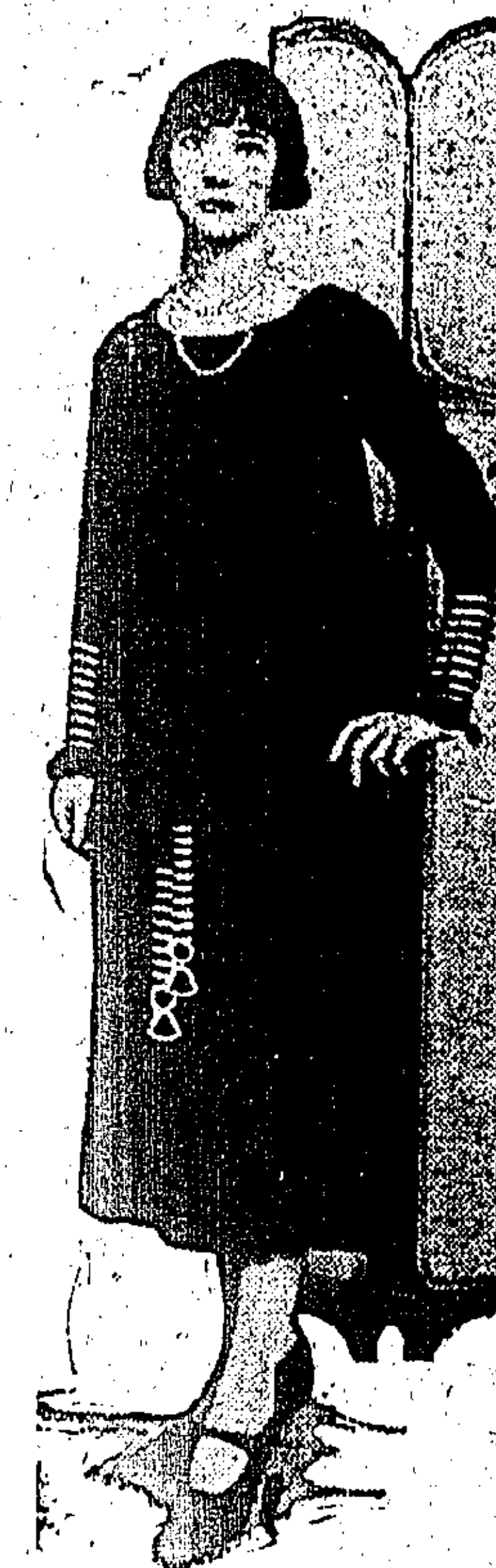
Every blonde is apt to think that she must express her choicest feelings in blue. But no wise blonde will include too much of it in her colour scheme, because, unluckily, there is a snag in blue. Although the heavenliest of hues, it isn't for a reason none can explain a colour that "counts" a great deal.

Dress artists are striving to make it one of the chief colours for this autumn, which has driven an extremely clever fashion expert to issue a word of warning. There is this about blue, she remarked. "Like virtue, it is its own reward. Like virtue, it is easily outdone and outdazzled by colours which have no such delicate scruples."

In other words, if you want to hold your own in the ballroom, you won't do it in blue. It can't be done. Take any crowd at any dance, and you will note that the ladies in blue, however beautiful, are in the majority, and it is the minority colours that count.

THE NEW HOUSE DECORATION.

Magpie exteriors for houses are the latest whim in home decoration. Instead of having their houses painted cream or green and in either of the other shades which have become stereotyped for the purpose, the new high-brows for the suburbs are having the outsides of their houses painted in crisp black and white.



Since a cuff of bracelets is popular now, a Paris designer simulates this fad by placing several bands of silver ribbon on his long-sleeved models.

BEAUTY SECRETS OF FAMOUS BEAUTIES: 14.



BY RUTH ANDREA.
OF THE ZIEGFELD FOLLIES.

There's nothing I admire more in women than lovely, luxuriant eyelashes and eyebrows, and I have a theory that they are within the reach of everyone.

I have the tiniest little brush, such as is used for water colours which I dip into warm olive oil each night and go over my brows and lashes with it. Naturally I'm careful not to get the least bit of oil in my eyes as it would irritate them.

As regularly as I brush my hair, I brush my brows with an eyebrow brush so that they grow as they should and always look well kept. This particular beauty stunt doesn't take five minutes a day, but it is five minutes well spent.

VALENTINO'S NEW LEADING LADY.



Pictured is Vilma Banky, a fascinating beauty recently imported from Budapest for the American screen. She is to play leading lady for Rudolph Valentino.

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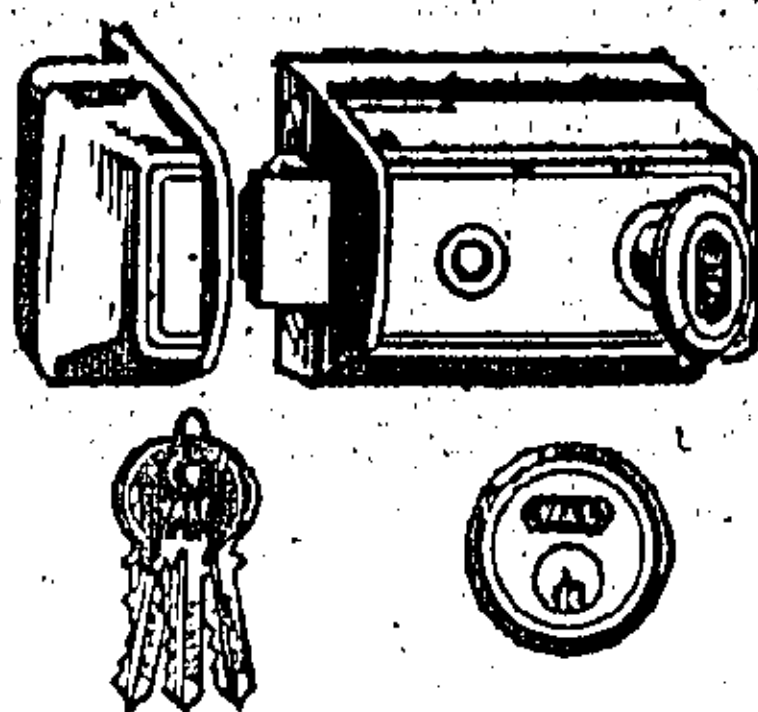
WE HAVE A LARGE SELECTION OF MEN'S
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The Telegraph.

SATURDAY, DEC. 5, 1925.

AMERICA'S AIR FORCES.

So much has been said and
written regarding the aerial forces
of the United States, of late that
more than usual interest has been
centred on the investigations being
carried out by the Air Board ap-
pointed by President Coolidge to
investigate the whole question of
aerial defence. Colonel Mitchell,
who has been figuring prominently
in the matter, has been especially
trenchant in his criticisms, whilst
it will be recalled that recently
Lieutenant Wade, the world flier,
declared that he was leaving the
service through lack of opportunity,
and another officer asserted that the
United States ranked as low as
eighth among the Powers as re-
gards aviation. In spite of all
these strictures, however, the re-
port of the Air Board, just issued,
contains no proposals for any radical
overhauling of the air services,
although it makes constructive sug-
gestions to remove the present
causes of dissatisfaction.

According to recent news from
the States, numbers of officers have
been ready to voice such sentiments
as have been expressed by Colonel
Mitchell and others, provided they
were assured that they would not
be quoted and thus get into diffi-
culties. Seemingly, much of the
complaint has centred
around allegations that the
Government has been carrying
its economy programme too far in
regard to the Army and Navy in
general and the air forces in par-
ticular. It is recognised that it is
right and proper to place the ser-
vices on a peace-time footing, but
even assuming that the size of the
establishments is adequate, it has
been said that quality has been per-
mitted to deteriorate. As a matter
of course, both services have been
reduced following the war, and,
naturally, no enthusiastic officer
likes reduction. Another point has
concerned the using up of vast
quantities of material and equip-
ment left on hand after the war,
and although much of this has now
been disposed of, it is said that the
Coolidge economy programme has
interfered with the securing of new
supplies. None of these matters
are mentioned in the brief telegram
which we have received reporting
the decisions reached as a result
of the Air Board's investigations,
but, looking at the matter broadly,

we cannot escape the feeling that
professional pessimism in this case
is very largely a state of mind super-
induced by the spectacle of con-
tinuous trimming down, even
though this process may not have
been carried to excess. Some of
recent reports from America have
suggested that the morale of
the Army and Navy have been
seriously affected by the recent
criticisms, and it is easy to realise
that dissatisfaction amongst
officers is bad for either of the ser-
vices. We may be sure, however,
that the experts who have now re-
ported on the subject will have paid
especial attention to the need of
maintaining the country's defences
in as high a state of efficiency as
possible, and as their recommenda-
tions are put into force there will
probably be a lessening of the criti-
cisms which have of late been open-
ly voiced and spread broadcast all
over the world.

The War On Germs.

Have all the suggested im-
munities obtained by vaccina-
tions and inoculations been mere
fancies? So one would gather
from the latest theory advanced
by a scientific investigator; and
if his researches prove to be along
correct lines it would appear that
much of our complacent conclu-
sions will have to be revised. He
claims to have proved "local im-
munity", and his name is Dr. A.
Besredka. He is working on
bacteriological lines in the Pas-
teur Institute at Paris. Briefly,
his discovery is that many germs
attack specific parts of the body
and are deadly only when therein
introduced. Thus, anthrax germs
which he used in vivisection ex-
periments caused the disease when
injected under the skin, but had
no effect in the lungs or other
organs. The learned doctor as-
sumes that typhoid inoculation is
ineffective when performed on the
arm, as is usually done, and
should be an intestinal injection.
Presumably smallpox vaccination
is effective as it is correctly per-
formed on the skin. In view of
the common practice of merely
skin-deep inoculations we trust
that Dr. Besredka's theory is not,
after all, flawless. Otherwise, as
his friends claim, the present
methods of doctors in fighting
disease germs will be revolu-
tionised.

Lonely Out-Stations.

The unfortunate death of Police
Sergeant Blackman under tragic
circumstances in the lonely out-
station of Saikung suggests the
thought that there ought to be
two European police officers in
every out-station. If Sergeant
Blackman had had a fellow officer,
there is a strong possibility that
he would not have become quite
so low-spirited as the result of his
fervid attack and that he would
not have taken his life. There
have been one or two sad hap-
penings in out-stations in past
years, all of which go to
suggest that, for the sake of
companionship and safety, two
European police officers ought to
be at the stations together. The
sad Tai O tragedy, some years
ago, was the cause of telephonic
communication being installed
and it is unfortunately true that
we only make improvements as
the result of bitter experience. In
a number of the out-stations there
are married men with their wives
and when the officer is out on
duty the wife is the only Euro-
pean person left in the station.
In some of the other stations,
single men are on lonely duty.
We seriously suggest that it
ought to be an infallible rule
for two white men to be together
in every station. If we take Ping
Shan, Au Tau, Sheung Shui,
Saikung, Shataukok, Shatin, Tai
O, Cheung Chow and all the other
out-stations of the New Territo-
ries, as well as some of the more
lonely stations on the Hongkong
side, such as Stanley, etc., we
find that there are quite a num-
ber of them out of the reach of
the Colony's ordinary social life,
where a lonely man or a lonely
man and his wife have far too
little to cheer or divert them.
The question of safety also enters,
somewhat, into the matter. At
least two white men to every
station should be provided for.

It is notified that from 1st Jan-
uary, 1926, the adopted longitude
of the Royal Observatory, Hong-
kong, will be 7h 36m 41.25s. East
of Greenwich, in place of 7h 36m
41.88s. which observations of the
Bordeaux rhythmic time-signals
have shown to be wrong.

DAY BY DAY.

PLEASURE IS FAR SWEETER AS
A RECREATION THAN AS A BUSI-
NESS.—R. D. Hitchcock.

The opening rate of the dollar
on demand to-day is 2s. 4.7/16d.

The s.s. Fatsan is to depart
for Canton at 8 a.m. to-morrow.

It is notified that the name of
the Asia Commercial and Dev-
elopment Company, Limited, has
been struck off the Register.

The recent order proclaiming
the Philippine Islands to be places
at which an infectious or con-
tagious disease prevailed, has
been rescinded.

The Chief Justice has appointed
Mr. E. L. Agassiz to be a Com-
missioner to administer oaths so
long as he holds the office of
Official Receiver.

His Excellency the Governor
will receive an official welcome
from the Elders of the New Ter-
ritories (North District) this after-
noon. The ceremony will take
place in Tai Po Market at 4.30.

It will be learnt with much
regret that the Rev. E. K. Quick
leaves the colony on December
16th, and is not returning. He
preaches his last sermon in the
Cathedral to-morrow evening.

There will be a public lecture
at the Helena May Institute on
Monday, December 7th, at 5.30
p.m. given by Professor J. L.
Shellshear, D.S.O., entitled "Early
Man in Borneo". Admittance
free.—Advt.

The Hongkong Male Voice
Choir is to assist at the second
concert in aid of St. John's
Cathedral Fund on Wednesday
next, at 6 p.m. The soloists will
be Mrs. Minney, Mr. Li Chor-chi
and Mr. H. E. Gardner.

Lieut. D. A. Searle, 1st Bn.
East Surrey Regt., rejoined the
Unit from a course of instruction
at Home per the s.s. City of Cairo.
Lieut. C. J. Yeo, of the same
Regiment, returned from a simi-
lar course of instruction, per the
s.s. Kashgar.

A report of the release of an-
other batch of nine students kid-
napped from the Pui Ying College,
and also eleven other persons,
has been made to the Canton Gov-
ernment by Li Fook-lum. The
liberated people have safely ar-
rived in Canton.

We (says St. John's Cathedral
Notes) regret that the Cathedral
Architect reports that St. Peter's
Church is in an unsafe condition.
The council of the Church have
recently sanctioned urgent re-
pairs costing almost two thousand
dollars. An appeal is to be made
immediately to raise this sum.

DRINK IN CLUBS.

HOME SECRETARY'S
QUANDARY.

London, 7th November: "I
am between the Devil and the
deep sea," said Sir William
Joynson Hicks, replying to a de-
putation of Unionist and other
clubs with reference to drink re-
striction.
The leader of the deputation,
Sir Herbert Nield, Chairman of
the Association of Conservative
Clubs, had urged that the matter
could not brook delay and declar-
ed that Unionist club men were
determined, if justice was denied
or unduly delayed, that it was
impossible to advise the clubmen
to continue to support members
of the House of Commons, or can-
didates, who would not definitely
pledge their support to their de-
mands.

The Home Secretary, in the
course of his reply, rebuked Sir
Herbert Nield for the tone of his
remarks.
Sir Herbert Nield said he had
read from a statement which was
a minimised form of the original
draft.

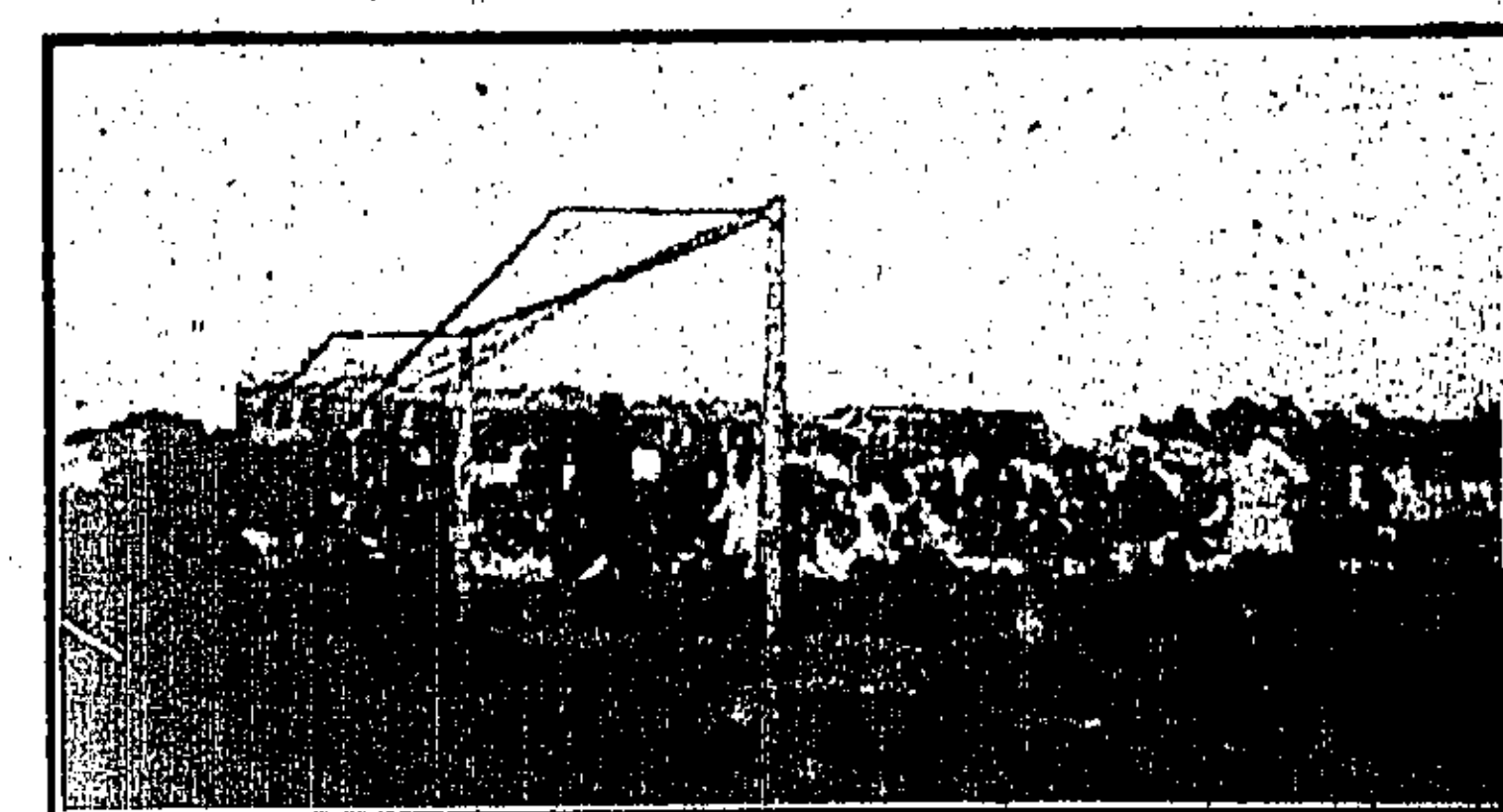
Sir William Joynson Hicks has
since seen a deputation of
Church and temperance or-
ganisations, which opposed the
extension of drinking facilities in
clubs and told them, as he told
the previous deputation, that the
question must be a cabinet one.

AT ST. STEPHEN'S COLLEGE.



His Excellency the Governor (extreme right) is here seen
with the Bishop of Victoria and the Rev. W. H. Hewitt, Warden
of St. Stephen's College, on the occasion of the unveiling at the
College of a portrait of the late Mr. Chau Siu-ki. (Photo: Ming
Yuen).

GOAL FOR THE NAVY.



This snapshot shows the South China goalie beaten
when, in the Lai Wah Cup Competition, the Navy scored
their first goal on Saturday. (Photo: Ming Yuen).

SURREYS' SPORTS.

MACLEWORTH WINS
THREE RACES.

Much interest was yesterday
centred in the annual athletic
sports of the 1st Battalion East
Surrey Regiment, held at Sookun-
poo. Some excellent sport was wit-
nessed, and very keen rivalry was
displayed in all events. The
Smith's Cup was won by L/C.
Macleworth, with 12 points to his
credit.

At the conclusion of the events,
Mrs. Russell Brown distributed
the prizes, and in response to a re-
quest made by Lt. Col. Montague
Bates, she was given three rousing
cheers.

Lieut. Col. F. S. Montague Bates
was president of the Sports' Com-
mittee. The judges were—Major
R. S. Paton, Major J. F. Drake,
Capt. J. O. Carpenter, M. C., Capt.
G. W. Kent, 2nd-Lieut. D. St. A.
Campbell, 2nd-Lieut. J. M. Coates,
Capt. P. H. Drake Brockman, Capt.
D. J. Alfree, Capt. C. D.
Armstrong, M.C., Lieut. R. A.
Chidson, Lieut. J. R. A.
Cockayne, 2nd-Lieut. H. Dickens;
Starter: Capt. G. E. Swinton, M.C.;
Marshalls: C.S.M. Silver, M.M.,
C.S.M. Estall, M.C., C.S.M. Parks,
C.Q.M.S. Child, D.C.M., C.S.M.
Dorset; C.S.M. Wright, C.Q.M.S.
Stripp, C.Q.M.S. Franklin; Record
Keepers: R.Q.M.S. Chandler,
(O.R.) Q.M.S. Charlesworth; whilst
R.S.M. Maynard was clerk of the
course.

The results were as follows:
100 Yards Race.—1, L/c. Macle-
worth; 2, Drm. Hutchins; 3, Pte.
Terro.

Sack Race.—1, Pte. Lobjolt; 2,
Pte. Loft; 3, L/c. Scriven.

Throwing the Cricket Ball.—1,
Pte. Grivett; 2, L/c. Masters; 3,
Pte. Roberts. Distance: 86½ yards.
220 Yards Race.—1, L/c. Macle-
worth; 2, Drm. Hutchins; 3, Pte.
Wood.

Long Jump.—1, Bandsman Han-
nan; 2, Pte. Moore; 3, Pte. Terro.

Three Legged Race.—1, Ptes.
Sandall and Roberts; 2, Ptes.
Hooper and Muffett; 3, L/c. Hicks
and Masters.

Old Soldiers' Race.—1, L/c.
Hicks; 2, Sergt. Lee; 3, Pte. Joiner.

Foot Race.—1, L/c. Scriven; 2,
Pte. Johnson; 3, Pte. Kavanagh.

Quarter Mile.—1, L/c. Macle-
worth; 2, Bandsman Wood; 3, Bds-
man Hutchins.

Putting the Shot.—1, L/c. Bran-
nan; 2, Bandsman Wareham; 3, Pte.
Shepherd.

High Jump.—1, L/c. Merry; 2,
Pte. Terro; 3, Pte. Sullivan.

RUBBER PRODUCTION.

EXPORTATION ANNOUNCE-
MENT A SURPRISE.

London, Dec. 4.
The Colonial Office rubber ex-
portation announcement has come
as a surprise. The *Evening*
Standard's political correspondent
states that exceptional speculation
on the rubber market attracted
official consideration some time ago
and the announcement was made
with the full acquiescence of the
Ceylon and Malaya Governments.
It is added that neither the British,
Ceylon or Malaya authorities have
taken account of the exact effect
of the production as it cannot be
estimated until more exact informa-
tion has been received from rubber
estates. Doubt is expressed in
other quarters as to whether, with
a shortage of labour, many of the
estates are able to work to the one
hundred per cent. standard.—
Reuter.

Tug of War (110 stone).—1, "A"
Co.; 2, "C" Co.

Tug of War (120 stone).—1, "A"
Co.; 2, "B" Co.

Tug of War (each weights).—1,
Park Battery (Sikhs); 2, Park Bat-
tery (Mohammedans).

Half Mile.—1, Bdsman. Han-
nan; 2, L/c. Griffith; 3, Pte. Si-
monds.

Children's Race (girls under 10.).
—1, Jessie Charles; 2, Ivy Prosser.
Girls over 10.—1, Doris Hunt;
2, Violet Vant.

Boys under 10.—1, Donald
Wright; 2, Jack Stripp.

Boys over 10.—1, Laurence
Oram; 2, Morris Chandler.

Pillow fighting over water.—1,
Pte. Johnson; 2, Drm. Shandell.

One Mile.—1, Bdsman, Hannan;
2, Mohamed Gussingh; 3, Pte.
Hesterman.

Tilting the Bucket.—1, Ptes.
Roberts and Sandell; 2, L/c.
Cooper and Scriven; 3, L/c. Sher-
wood and Pte. Alrod.

Hurdle Race.—1, L/c. Macle-
worth; 2, Pte. Hutchins; 3, Pte.
Cooper.

Ladies' Race (80 yards).—1,
Miss D. Oram; 2, Mrs. Hicks; 3,
Mrs. Parks.

Relay Race.—1, Band; 2, "B"
Co.; 3, Drums.

Obstacle Race.—1, L/c. Scriven;
2, Pte. Anderson; 3, L/c. Cooper.

Consolation.—1, Drm. C. Parker;
2, Drm. Bowles; 3, Sergt. Ridgors.

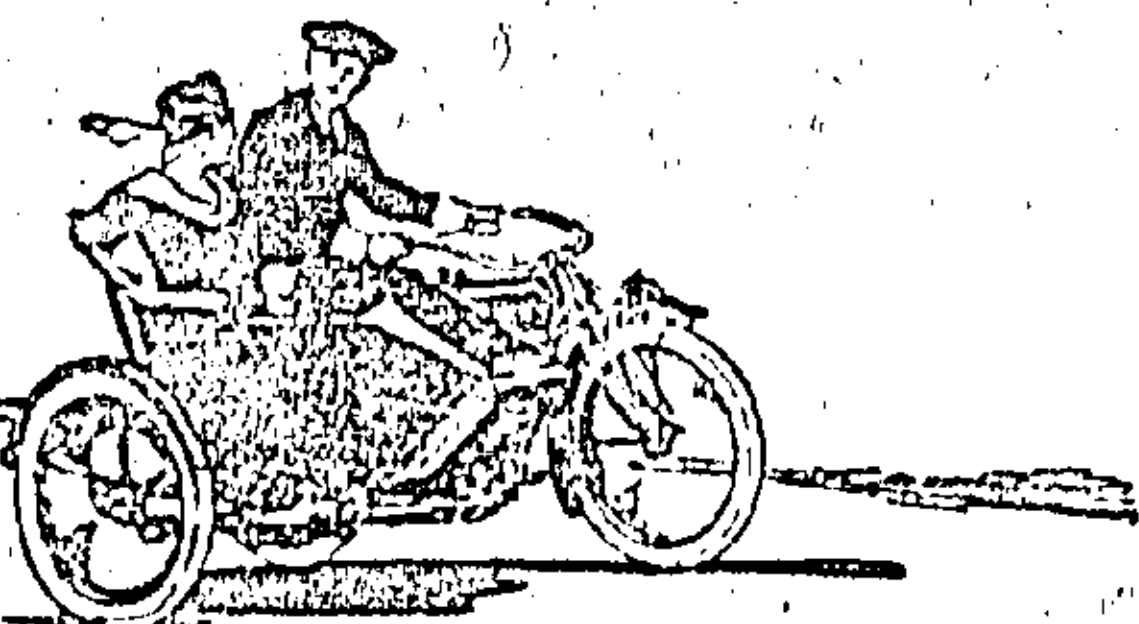
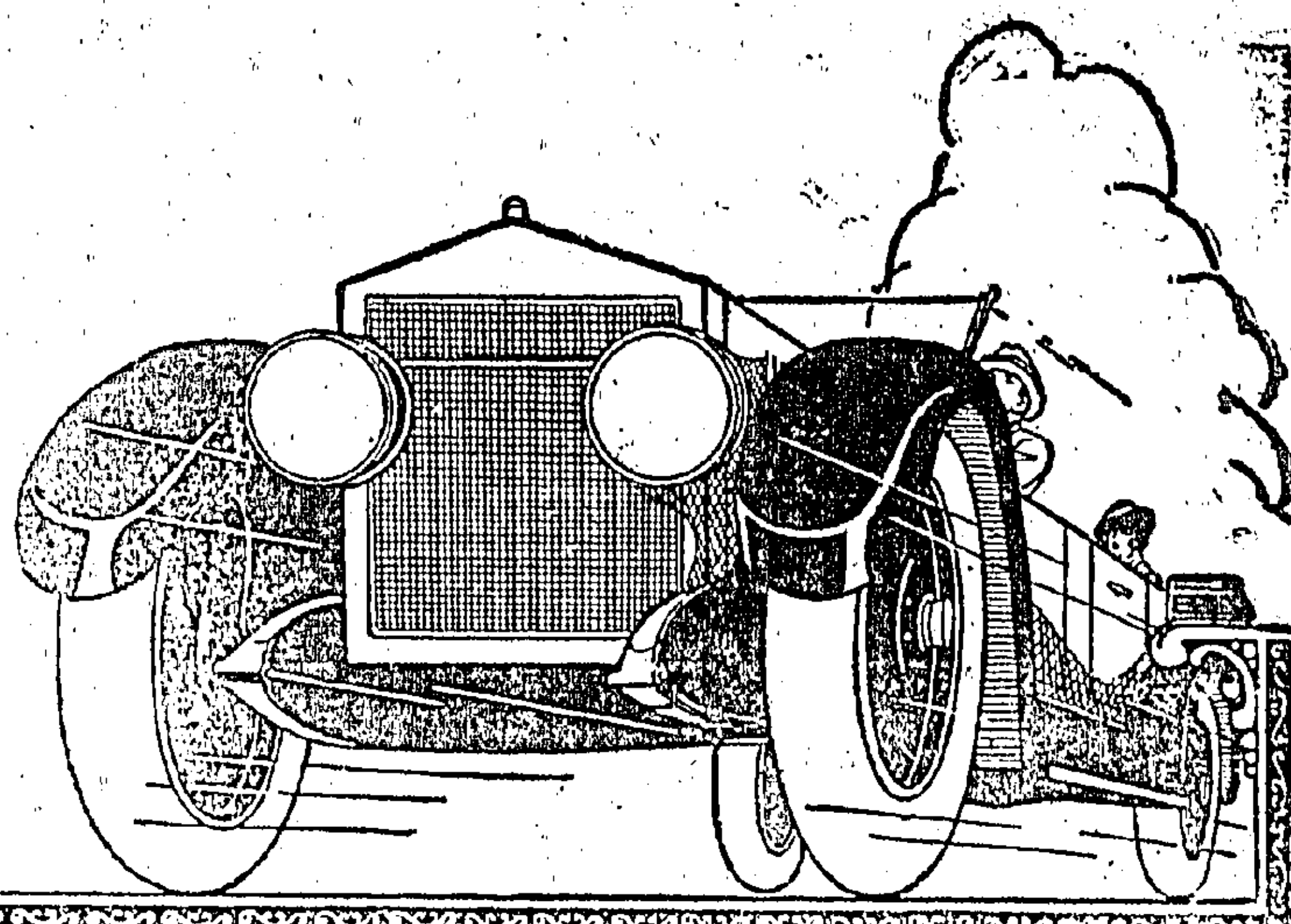
Band Race.—1, Bdsman. Bull;
2, Bdsman. Heathcote; 3, Bdsman.
Sanders.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.

SATURDAY, 5th. December, 1929.

(Being the Official Organ of the Hongkong Automobile Association.)



CURRENT COMMENT

Tramcars and Traffic.

We have noticed that the query has been raised as to whether tramcars are subject to the signals of traffic control police officers and although there has always been an assumption in the affirmative, it is very interesting to note, as a matter of actual experience, that tramcar drivers, in the main, take absolutely no notice of traffic officers and that, in turn, traffic control officers take absolutely no notice of tramcar drivers in difference. On Monday morning, to give a case in point, the writer was proceeding to Causeway Bay in a taxi-cab, and the driver of the cab gave very definite warning by arm signal to the Indian constable on duty at the corner of Arsenal Street that he was proceeding down Queen's Road East. The constable put up his traffic baton indicating to vehicles coming up Arsenal Street that they had to wait, but a tramcar driver took absolutely no notice and started his car, which had been stationary outside the "Dabutsu" shop. The tramcar came on and the taxi-driver, who had police authorisation to proceed, had to go right over to the right hand side of the road in order to avoid colliding with the tramcar which was making the sweeping curve. Not the slightest notice of the incident was taken by the constable, the tramcar driver wasn't rebuked and the taxi-cab driver had to swerve back to left again (after he had cleared the tramcar) in order to avoid a motor car quietly proceeding on its own side down Queen's Road East a westerly direction. What in the name of goodness is the use of a traffic control officer whose "control" does not extend apparently over one important section of traffic, namely, tramcars? Perhaps our Traffic Department knows the answer.

Projections from Lorries.

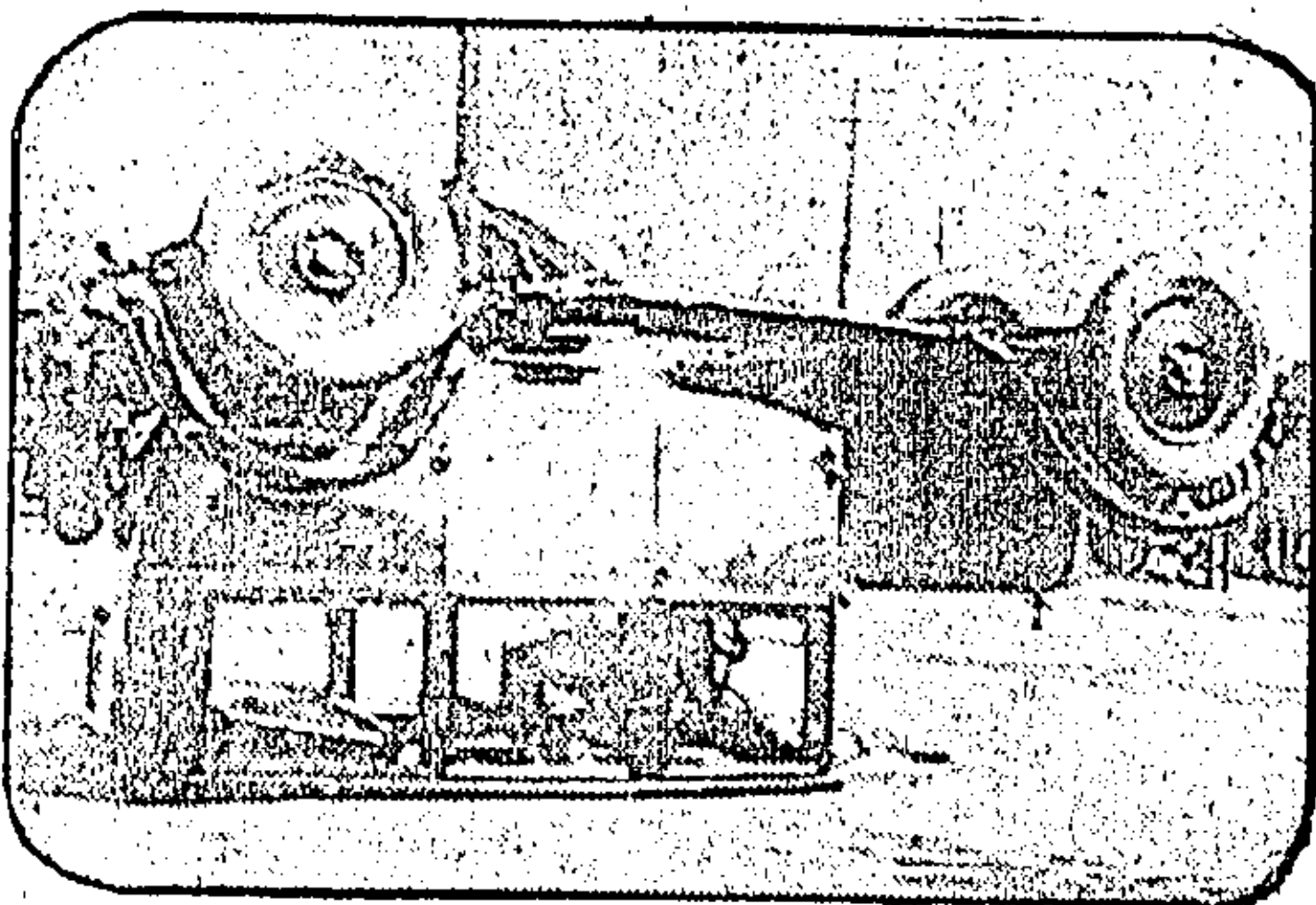
Outside the new Exchange Building, in Des Voeux Road Central, a motor lorry was being loaded up with iron bars used in connection with reinforced concrete work. The iron bars were projecting over the back of the lorry fully six or eight feet. They projected so far that the ends sagged under their own weight and were almost trailing the ground. When enough bars had been loaded, the lorry drew away, proceeded along Des Voeux

Road, and turned round the Hongkong Hotel corner into Pedder Street. At the end of Pedder Street it turned, left-handed into Queen's Road and (presumably) then went along Queen's Road in an easterly direction towards Wanchai. The writer could not watch it after it had swung into Queen's Road. But as it turned into Pedder Street, and then out of Pedder Street, it passed at least two traffic control officers and not one of them thought of interfering with the lorry because of its dangerously swaying and swinging "tail" of iron. And yet a woman was knocked down and seriously injured at Yau-mai the other day by a precisely similar dangerous "tail." Hong-kong is, apparently, the place where the powers-that-be inspired the cynic to assert that "we learn by experience that experience teaches us nothing."

Dead Slow.

It is to be presumed that when one comes across such a notice as the above, that something in the nature of an obstruction ahead, work in progress, or any other valid reason has prompted the erection of such a warning. It therefore behoves the motorist to obey the instruction obviously given in the interest of public safety. Unfortunately, in Hong-kong, little notice is taken by some drivers of road signs, and distances can frequently be seen of the flouting of such necessary notices. At the moment, we have in mind that portion of footpath near the Peak Hotel, running parallel with the motor road, which had to be closed some time ago as a result of a serious landslide. Permission was granted for motor vehicles to use the footpath, and although it should not be necessary, notices were erected at either end instructing drivers to proceed "dead slow." In spite of this, various types of vehicles are occasionally to be seen travelling at a speed which is decidedly dangerous in view of the pedestrian, chair and ricksha traffic which is continually using this path, and no steps appear to be taken to enforce carrying out the instructions given. Fortunately the motor road is nearly ready again for traffic, otherwise we should seriously suggest the withdrawal of the privilege at present in force, in view of its abuse.

MOTOR CAR TURNS TURTLE.



This auto turned over three times and landed on its top when it was struck by another car at Floral Park, Long Island. Nobody was hurt in this freak accident.

TOKYO'S BUSES.

FORTY WOLESELEYS.

The city of Tokyo, which plans to use Wolesley chassis on its motorbuses from next year, experimented with a sample car Monday afternoon.

The new car is finished in royal blue. It costs the city ¥10,500, but if the results of the experiment prove satisfactory, the city will buy 40 by the end of the year, and they will be placed on the Shinjuku and Aoyama lines.

The Ishikawajima Shipbuilding Yard is the agent for Wolesley cars, and several are now being assembled at its works in Tokyo.

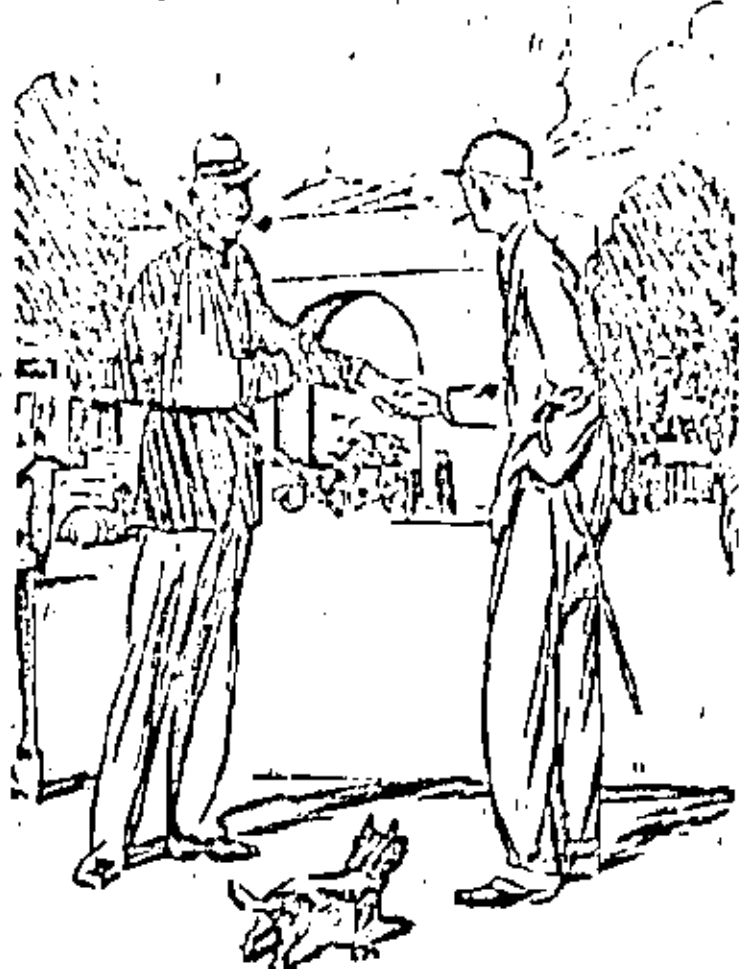
It is understood that the War Office will subsidise the purchase of the cars, and pay part of the cost of maintaining them for five years.

THE SUPREME SUNBEAM.

NEW SEASON'S PROGRAMME.

There is practically no change in the general design of Sunbeam models for the coming season. The 14/40 h.p. 4-cylinder and 20/60 h.p. 6-cylinder, together with the 3-litre 6-cylinder super-sports model, will be continued as heretofore, but with improved equipment.

An entirely new model is being introduced in the form of a 30/30 h.p. 8-cylinder chassis, capable of carrying the most commodious coachwork. Order for this new car are now being booked.



"Hullo! Motoring?"
"No. Bee-keeping!"
Weekly Telegraph, Sheffield

FAN BELT BUSINESS.

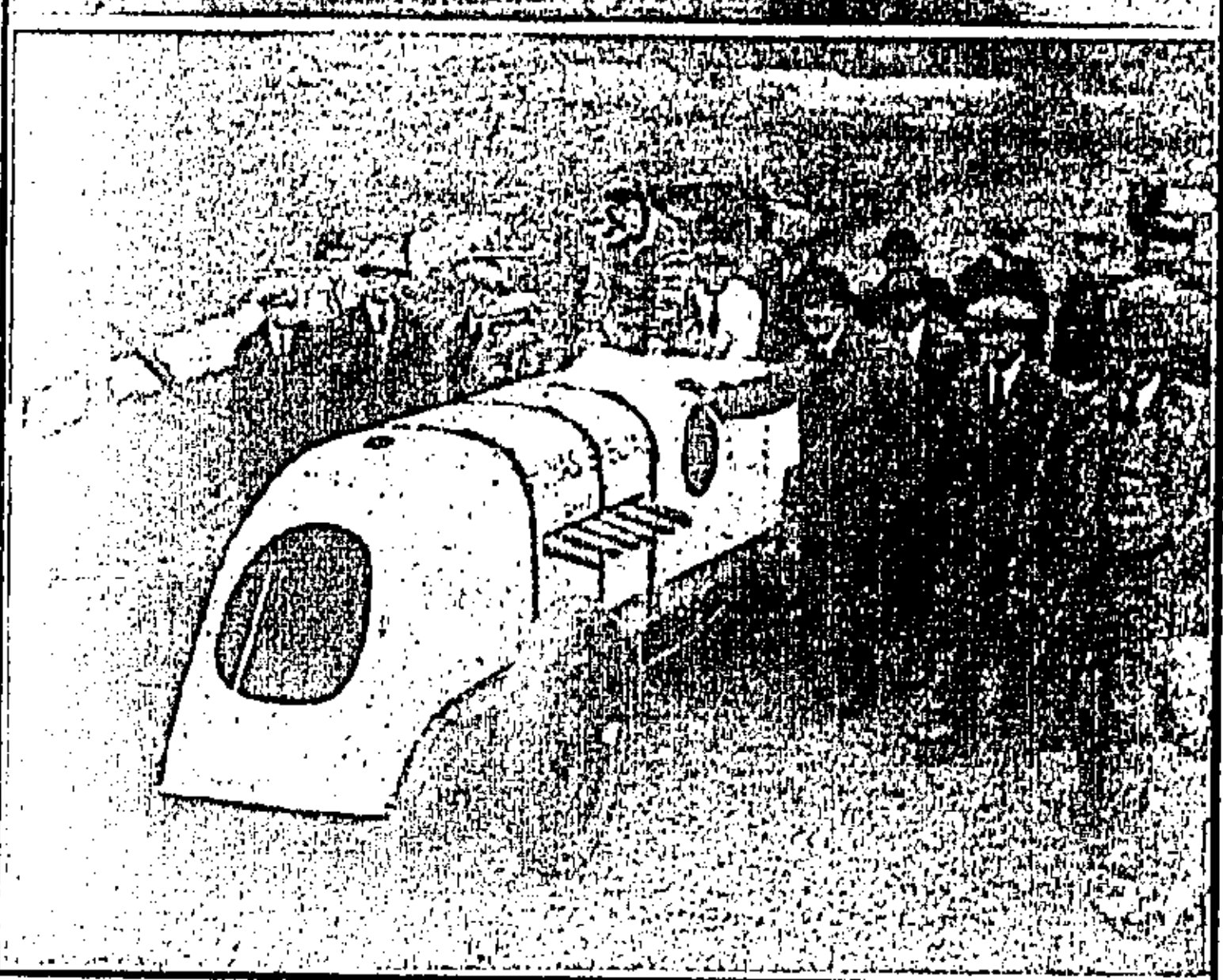
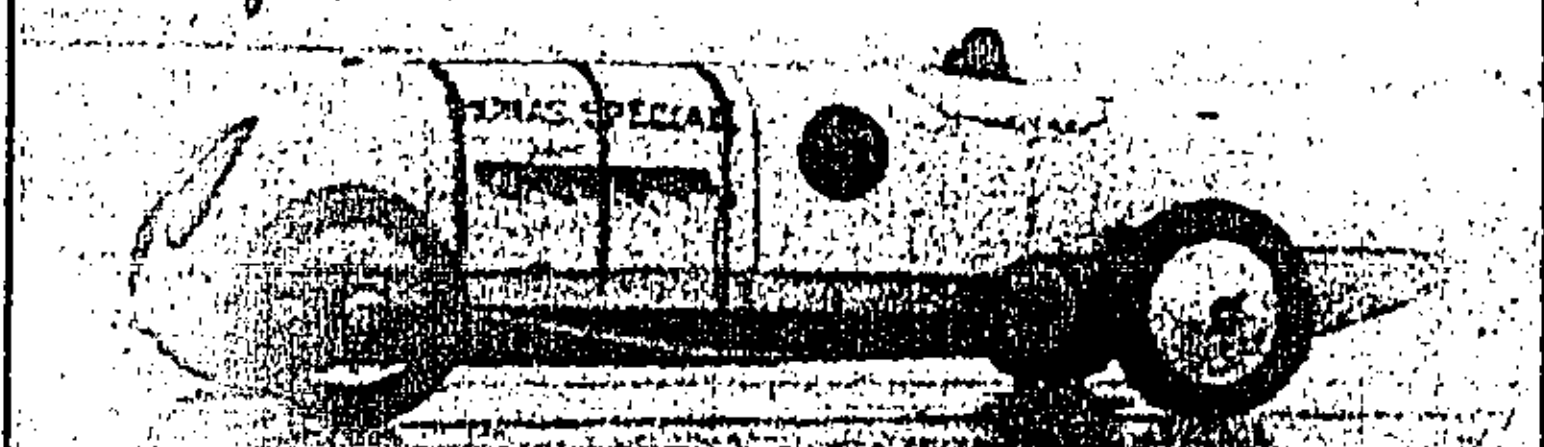
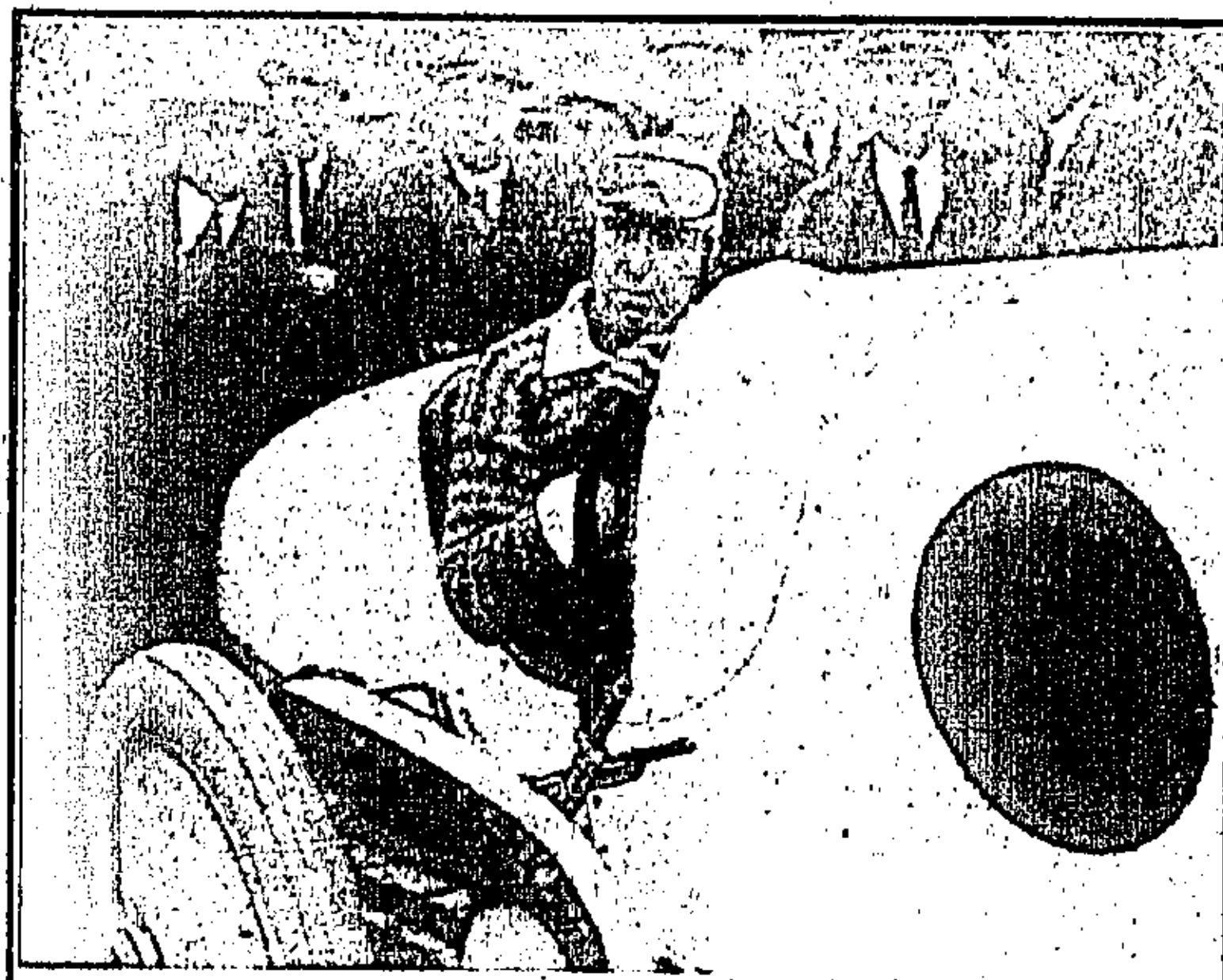
The popular automobiles alone are said to have required, in 1923, 22,500,000 feet of fan belt as original equipment. At an average of 20 cents a foot, that's an outlay of \$4,500,000. And it doesn't include fan belt renewals which are estimated at half as much more.

1923 REPAIR COSTS.

A. R. Mogge, merchandizing director of the Automotive Equipment Association, says motorists spent \$650,000,000 for replacement parts in 1923, and \$910,000,000 for labour connected with the first purchase. Seventy thousand organizations are competing for this work.

DON'T EXPECT
CHILDREN TO LOOK
OUT FOR THEMSELVES

THE LARGEST RACING CAR.



"Babs" the largest racing car, which was expected to smash records, was beaten by wet sand at Pendine, Carmarthen. The driver, Mr. Parry Thomas (seen above) was blinded by the flying sand thrown up by the wheels and compelled to abandon the attempt.

EXTRAORDINARY TEST.

"Triplex" at Motor Show.

At this year's Olympia Motor Show the Triplex Safety Glass Co. gave demonstrations that were of a peculiarly interesting kind. A 2-lb. steel ball was dropped from the height of about 10 ft., first on the best plate-glass, then on to wired glass, and lastly on to Triplex. No glass, except Triplex, has ever withstood this test without splintering, but Triplex has never yet failed to withstand it. Another interesting exhibit on the same stand was an aquarium, made throughout of this wonderful glass and intentionally broken. It contained gold fish swimming in water, weighing over two hundredweight. It was thus demonstrated that, even when Triplex glass is broken, it is still serviceable, being airtight and watertight even under heavy pressure.

HIGH AUTO VALUE.

The U.S. census bureau estimates the value of all autos in the country last year at \$4,587,407,000. Total taxes on them amounted to \$471,643,000, or about ten per cent. of the value.

AIR RECORDS.

BRITISH ENGINES ASSISTANCE.

Britain Assists In World Air Records.

Although Great Britain has no World Air Records to its credit, it is some satisfaction to know that British engines have helped machines of other countries to secure World Records.

Four new World Records have recently been obtained by Engineer Grase, flying a Fokker-Napier single-seater fighting aeroplane.

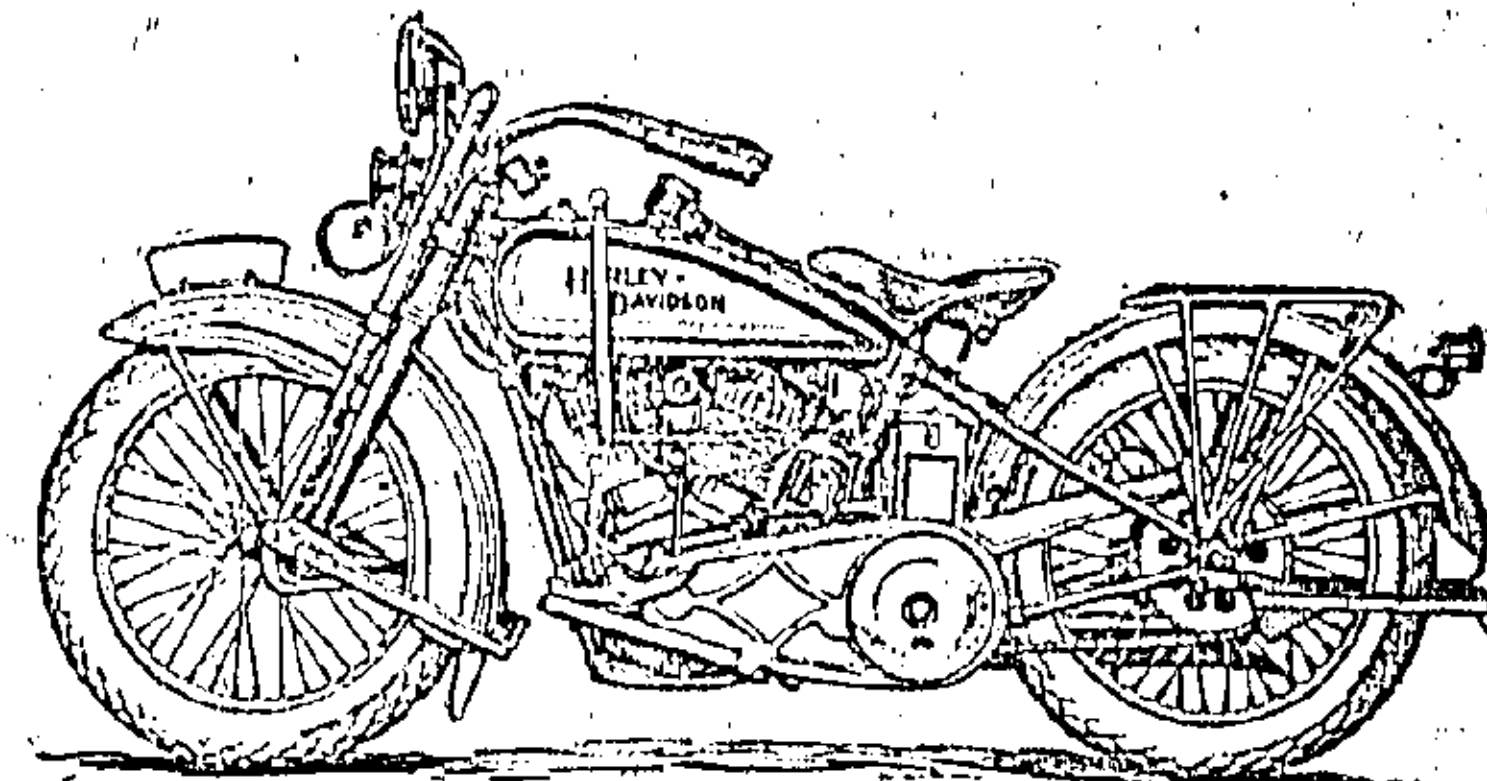
Carrying a load of 500 kg., Grase over 100 km. attained a speed of 165.7 m.p.h., whilst over 200 km., with the same load, an average speed of 164.7 m.p.h. was obtained.

These speeds are also records for a machine carrying only 250 kg.

A remarkable fact about this achievement is that the Fokker machine and Napier engine are standard in every way.

This is the first time that any world air records have been made in Holland.

The Fokker-Napier is fitted with a British-built 450 h.p. Napier aero engine.



70-80 SWIFT MILES PER GALLON.

— 10,000 to 12,000 miles on a pair of inexpensive tires—800 miles to the gallon of oil.

How's that for the economy of the Harley-Davidson Single? It's the type of motorcycle you know would come, some day. Easy to ride—beginners learn within a city block. Easy to park. Easy to garage and care for.

And the performance! Ride it over trail or highway—on pleasure ride or hunting trip. See how swiftly and smoothly the SINGLE hums over hills and through mud. Ample power and speed!

The second consignment of HARLEY SINGLES (side by side valves) and (over head valves) are expected on the 1st. December or latest the 17th, by the "EMPRESS" of CANADA. Prospective buyers that were disappointed on the first consignment better put your orders with us now.

ALWAYS IN STOCK

Latest-Harley-Davidson Motorcycles, Combinations and Spare Parts.

Telephone K. 1242

Repairs on all makes of Motorcycles.

THE GASCON MOTOR COMPANY.



Mobiloil

Make the chart your guide

In these days of rigid economies, the motorist who desires to attain to the greatest efficiency and economy in the operation of his car must consider closely the cost, the quality, and durability of the lubricating oil used.

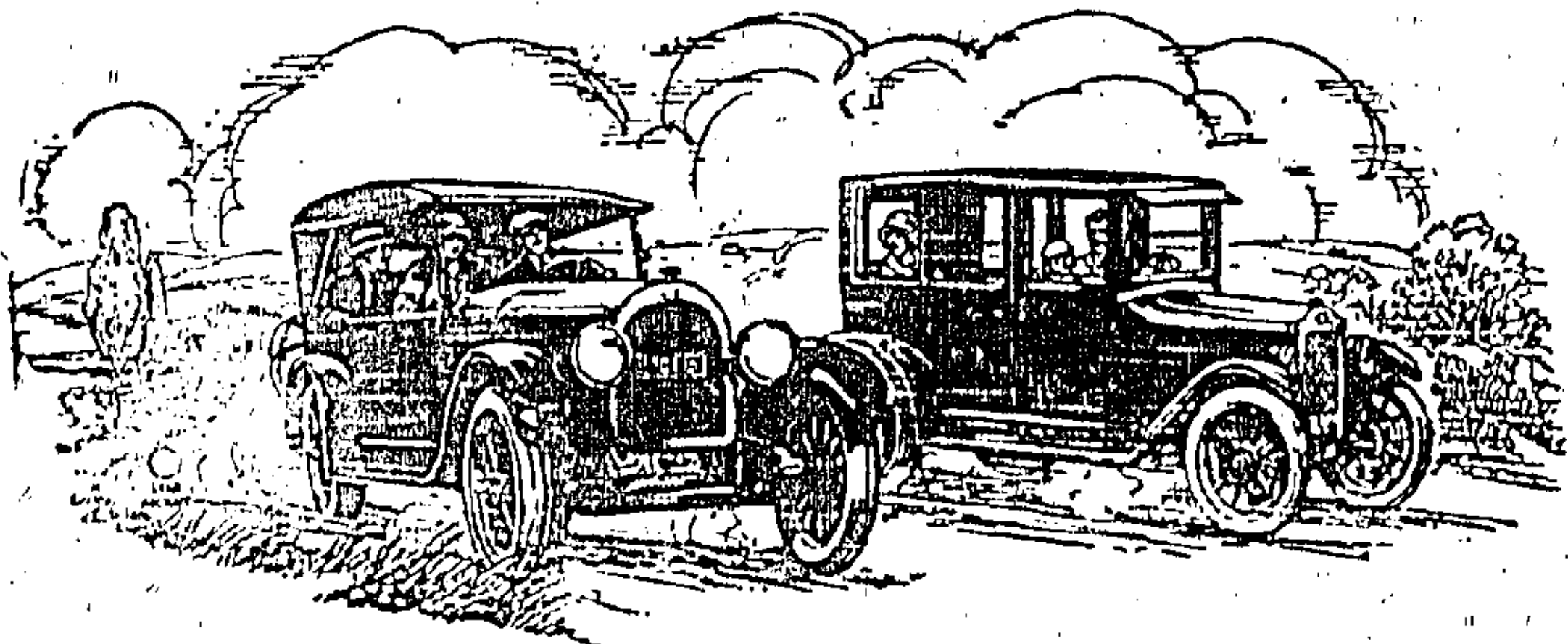
Friction has been described as the "Highway robber of mechanical energy," levying tribute on all matter in motion, exerting a retarding influence and requiring power to overcome it.

When one realizes that if it were not for the thin film or layer of oil between the surface of the journals and their bearings, and the constant supply of lubricating oil required to maintain this film, the largest locomotive could not start a heavy train or keep it in motion, or the most powerful marine engine could not drive a ship one mile without heating of bearings, one readily understands that a knowledge of lubrication and friction and the laws relating to friction is a very important part of an oil manufacturer's knowledge.

Gargoyle Mobiloil is the result of many years of experience in the manufacture of lubricating oil, and the correct grade, as specified in the Chart of Recommendations representing the work of a score of automotive engineers, will ensure more mileage per gallon of benzine, minimum of friction and more power, elimination of unnecessary repairs which are so frequently due to inefficient lubrication, and long life of the engine.

Obtainable at all Garages and Accessory Dealers everywhere.

VACUUM OIL CO.



ALL THE JOYS OF A GOOD CAR

—“at a Fraction of its Original Cost!”

PERHAPS you've put off buying a car because you felt that it was beyond your reach. If so, you need not wait a day longer—the biggest opportunity for owning a good car is presented to you right now by The Dragon Motor Car Co., Ltd.

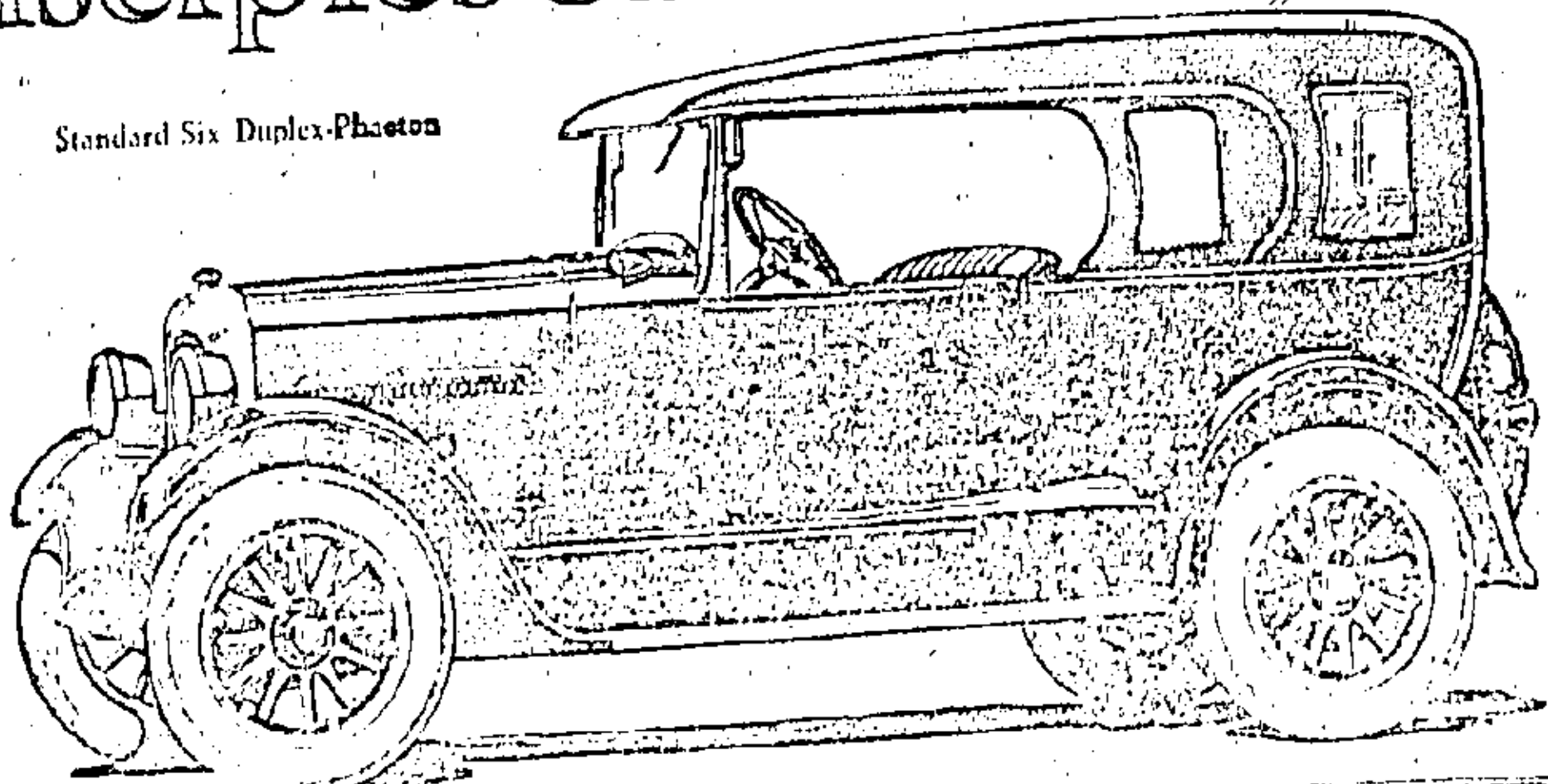
We offer exceptional values in nearly-new Cars. Come in and look them over; note the very low prices;—you'll quickly decide that you can afford to own an automobile NOW.

The Dragon Motor Car Co., Ltd.

88 Wong Nei Chung Road (Happy Valley).....Telephone Central 1246 or 1247.

Disciples of Hard Service

Standard Six Duplex-Phantom

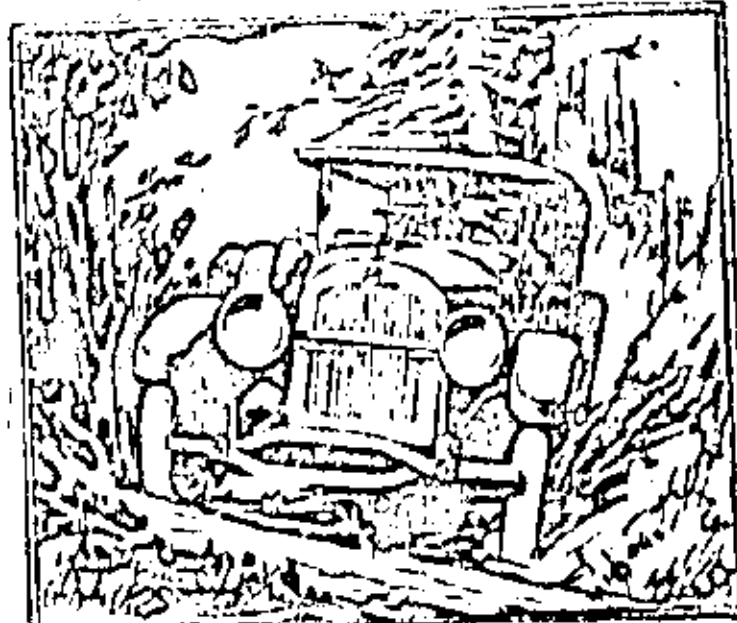


FROM every corner of the world, accounts are received of the splendid service rendered by Studebaker cars.

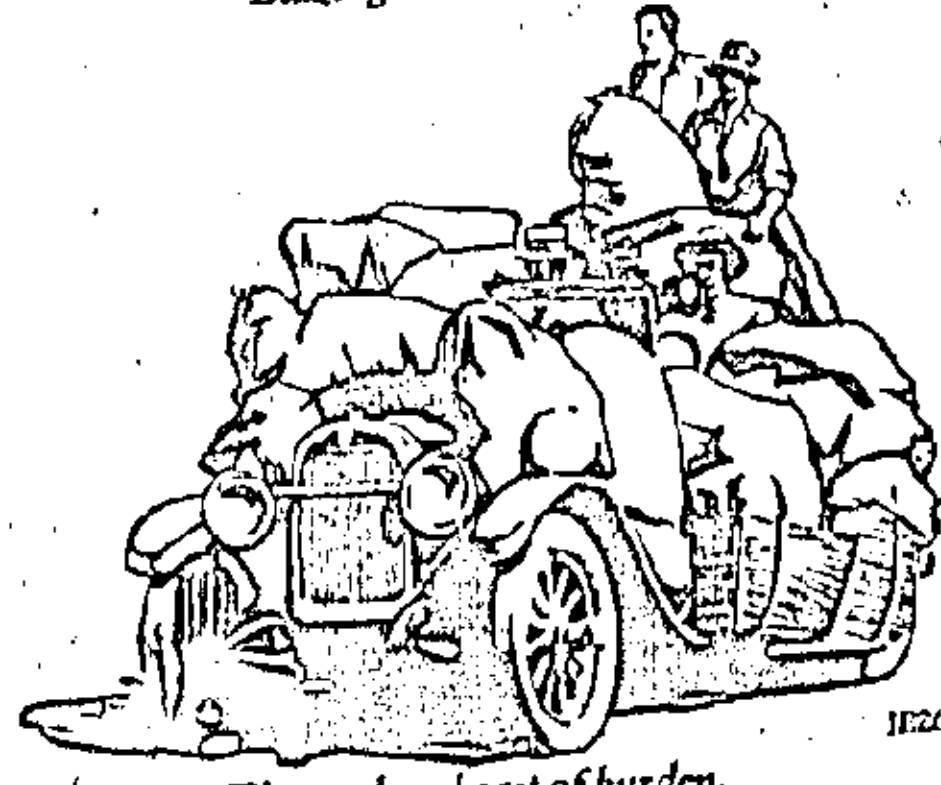
In Northern Queensland, a Studebaker has been used for over six years to link outback settlements to the railroad. In South Africa, government mail is carried between Kimberley and Kuruman by a Studebaker that has traveled over 400,000 miles, but is still going strong. In Detroit, the automobile capital of the world, 120 Studebakers are used in livery service—each with a record of over 100,000 miles.

Stupendous mileage! These cases are but a few of the hundreds of veteran Studebakers. Because Studebaker makes all its own bodies, engines, gear boxes, differentials, clutches, steering gears, axles, drop forgings and gray iron castings, the profits of outside makers are eliminated. Savings effected enable Studebaker to use better materials and finer workmanship without charging prices in proportion to quality.

And because Studebaker cars are built better, they give longer, better, and more economical service.—STUDEBAKER, South Bend, Ind., U.S.A.



Blazing its own trail.



The modern beast of burden.

THE HONGKONG HOTEL GARAGE

STUDEBAKER

BUILDERS OF QUALITY VEHICLES FOR 73 YEARS

MORRIS CARS.

“Next To Rolls-Royce.”

By a chance of the ballot, the two best-known English cars, Morris and Rolls-Royce, occupied adjacent stands at this year's Motor Show. The quiet dignity that has always characterised the Rolls-Royce exhibit was shown up in contrast by the surging crowd which throngs around the stand of Morris Motors, Ltd.

The new prices at which Morris Cars are offered have been the result of even more interest than is usual being centred on them this year, and the value represented by all the more remarkable when it is realised that their prices include a full year's insurance.

The cars shown were all fitted with 4-wheel brakes, this being the first time Morris-Cowley cars have been exhibited with these fittings.

Particular attention should be given to the enclosed cars shown, the Morris-Cowley and Morris-Oxford saloons. The Morris-Cowley saloon has two doors, both fitted on the off-side, while the more expensive model has a four-door, six-window body.

In the centre of the stand, the popular Morris-Cowley 2-seater was shown on a raised dais to allow of a close inspection. The features that call for comment are the new day and night reading thermometer (Calometer) which is fitted to all Morris cars this year, and the Barker Head

Lamp Dipping Device, which is standard on all Morris-Oxford models.

The Morris-Oxford saloon was shown in brown—a colour which this year has been added to the choice of body colours, and the interior equipment of this car is particularly attractive, the upholstery being in Bedford cord, while such desirable items as a rug rail, roller window blinds, etc., are included at the catalogue price.

For those interested in technical exhibits, a completely sectioned Morris engine was shown separately from the cars, and attracted a very great deal of attention. It gives earnest of the very fine workmanship that this pre-eminent British concern puts into its cars.

THE PLAIN MAN AND HIS CAR.

V.—RUNNING GEAR.
(By P. W. F. Mills.)

The main framework of a car usually consists of steel members rivetted together. The members are of “channel” section, which gives them the maximum stiffness for their weight.

The total weight of a car is divided into two parts, sprung weight and unsprung weight. Those parts of the chassis which are situated on the axles below the springs make up the unsprung weight, and it is desirable to have as few important parts as possible unsprung, for all unsprung parts receive the full force of road shocks. In all modern cars the majority of the mechanism is protected from road shocks by the springs.

The large units which make up the car mechanism are supported either directly on the main frame or on heavy cross members running from them. The power unit, which is the heaviest unit carried between the longitudinal frame members, is usually supported on four “bearer” members running from the four corners of the crankcase. Of recent years, however, a practice known as “three point suspension” has gained ground. In this system the two forward bearer members are dispensed with and the “nose” of the crankcase is carried in a single rolling support attached to a heavy cross member. In this way the crankcase is relieved of some of the twisting stresses imposed upon it by the forward part of the main frame members when one of the front road wheels drops into a pothole in the road. The rear box is smaller than the power unit and lends itself to fitting in a “cradle” formed of webbed plates which is rivetted to the main frame members and materially increases the diagonal stiffness of the frame. On a great number of recent cars the gear box is nothing more than an extension of the crankcase, and crankcase, clutchcase and gear box are bolted together to form one unit. This system is known as “unit construction,” and while it has a great many points to recommend it, notably neatness and saving in expense, there are certain obvious drawbacks to its employment in the case of heavy power units which in themselves are difficult to handle without the aid of lifting appliances. In any case a universal joint should be embodied within the “unit” as a small error in alignment after overhaul or refitting may have important results. In practice, the “unit” system being usually applied to the less expensive cars, universal joints are seldom fitted.

THE FRONT AXLE.

This is usually a steel forging of I section, dropped in the centre, between the spring pads, to enable the latter to lie well below the road wheel centres. The ends of the axle are forked to receive the Steering Pivots, to which are attached the Stub Axles. On these latter run the road wheels.

Bolted to or in one piece with the Steering Pivots are the Steering Arms. The off-side Arm is connected to the Drop Arm of the Steering Box, and a cross tie-rod connects the Steering Arms of each wheel. The Drop Arm is mounted on a shaft in the Steering Box carrying a toothed segment in which meshes the worm mounted

on the steering wheel shaft, and rotation of the steering wheel produces fore and aft movement of the drop arm which is transmitted to the steering arms and causes the road wheels to move on their pivots.

A plan view of a car shows that the steering arms are not parallel, and that at any time but when the car is required to run straight forwards or backwards the planes of the two road wheels are not parallel either. The angles of the steering arms are calculated to give, at all degrees of “locks,” a plan diagram as follows. Lines drawn from the centres of the road wheels, at right angles to their planes, will intersect at a point which lies somewhere on a line running between the rear wheel centres and produced. Clearly this condition cannot be fulfilled when the front wheels point straight ahead, for the lines referred to are then unilinear and are represented by the front axle.

SUSPENSION SPRINGS.

Car suspension springs are of six types:—

- (1) Full elliptic. Very rarely found.
- (2) Three quarter elliptic. Occasionally found for rear but never for front suspension.
- (3) Half elliptic. By far the commonest type for both front and rear suspension.
- (4) Quarter elliptic. Common on smaller cars for front and rear suspension.
- (5) Cantilever. Unsuitable for front suspension but on technical grounds the best possible for rear suspension, particularly if of the “compensated” type with rolling fulcrum pins. Found on several more expensive cars.
- (6) Transverse. Used for front and rear suspension on the Ford and several other inexpensive cars.

The types enumerated vary greatly in their suitability for different classes of suspension. The half elliptic type owes its popularity to the fact that it is easy to build and “set,” and that it is possible to transmit the pushing action of the road wheels on the frame through one half of the spring.

With some of the other types “radius rods” are necessary to deal with this force. The elliptic type of suspension spring is formed of steel “leaves” superimposed, the length of the leaves varying from the spring pad to the shackles. There are two types of shackle, the “swinging” and the “blind” types. A swinging shackle consists of a link connecting the end of the spring to the frame member, and fore and aft movement at the shackle itself is possible. A blind shackle is simply a pivot, radial movement only being possible. In a front suspension system employing half elliptic springs the forward shackle is blind and the rear shackle swings as the spring lengthens under road shocks. The shackle pins must be broad enough to resist the tendency of the car to sway sideways on the front axle as it negotiates curves. If the spring pads and springs are arranged to lie slightly diagonally to the axle the resistance to side stresses is increased.

(To be continued.)

IMPERIAL AIRWAYS.

INCREASE THEIR FLEET.

Information has just been received that Imperial Airways have placed an order with Messrs. Handley-Page, Ltd., for four new air liners. These machines will each be fitted with two Napier “Lion” aero engines and are designed to carry sixteen people each.

These machines are an improvement on the Handley-Page type which have been used with such success for many years past. Particular attention has been paid to the comfort of the passengers, noise and rattle being eliminated as far as possible.

For the present these new Handley-Page machines will be used on the Continental air routes, and will be ready to commence operation in March next.

SETS FIRST RECORD.

The first speed record between Los Angeles and San Francisco was set 20 years ago by George Hensley, averaging 24 miles an hour. This record was broken a year later, with an average speed of 28 miles an hour.

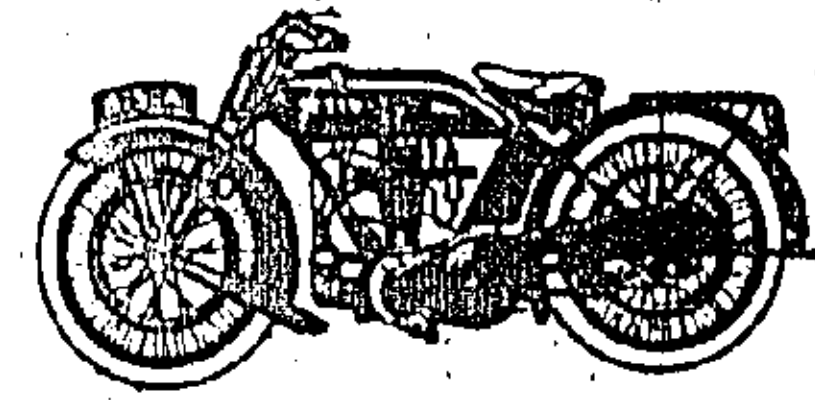
BUS LINES INCREASE.

The City of Wellington, New Zealand, has placed an order for the purchase of one American bus complete, together with five bus chassis, which are to be employed as adjuncts to the municipal street car system.

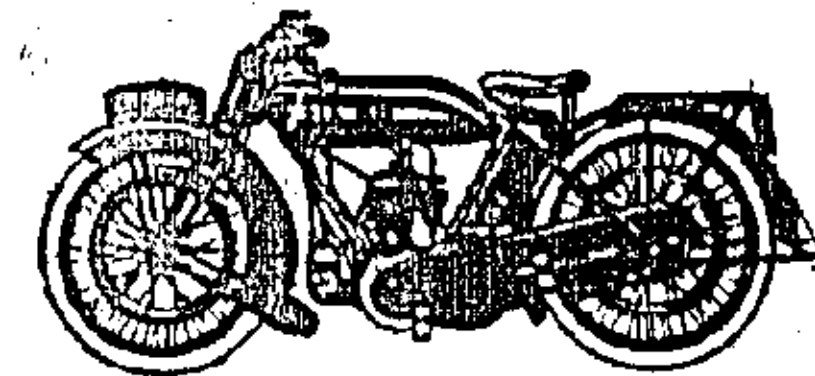
STRICT IN SWEDEN.

It's not so hard here, after considering motoring in Sweden, for instance. There motorists are inspected four times a year without warning. Steering gear, brakes, lights, equipment, operation and general condition of the cars are gone over.

B. S. A. MOTOR CYCLES

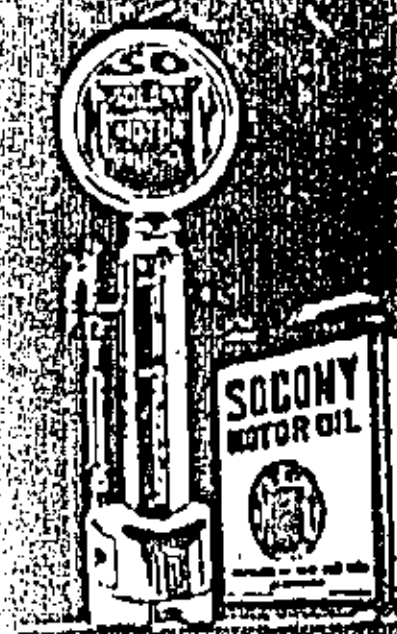


Famous For Reliability and Economy



Full Particulars from the Sole Agents:

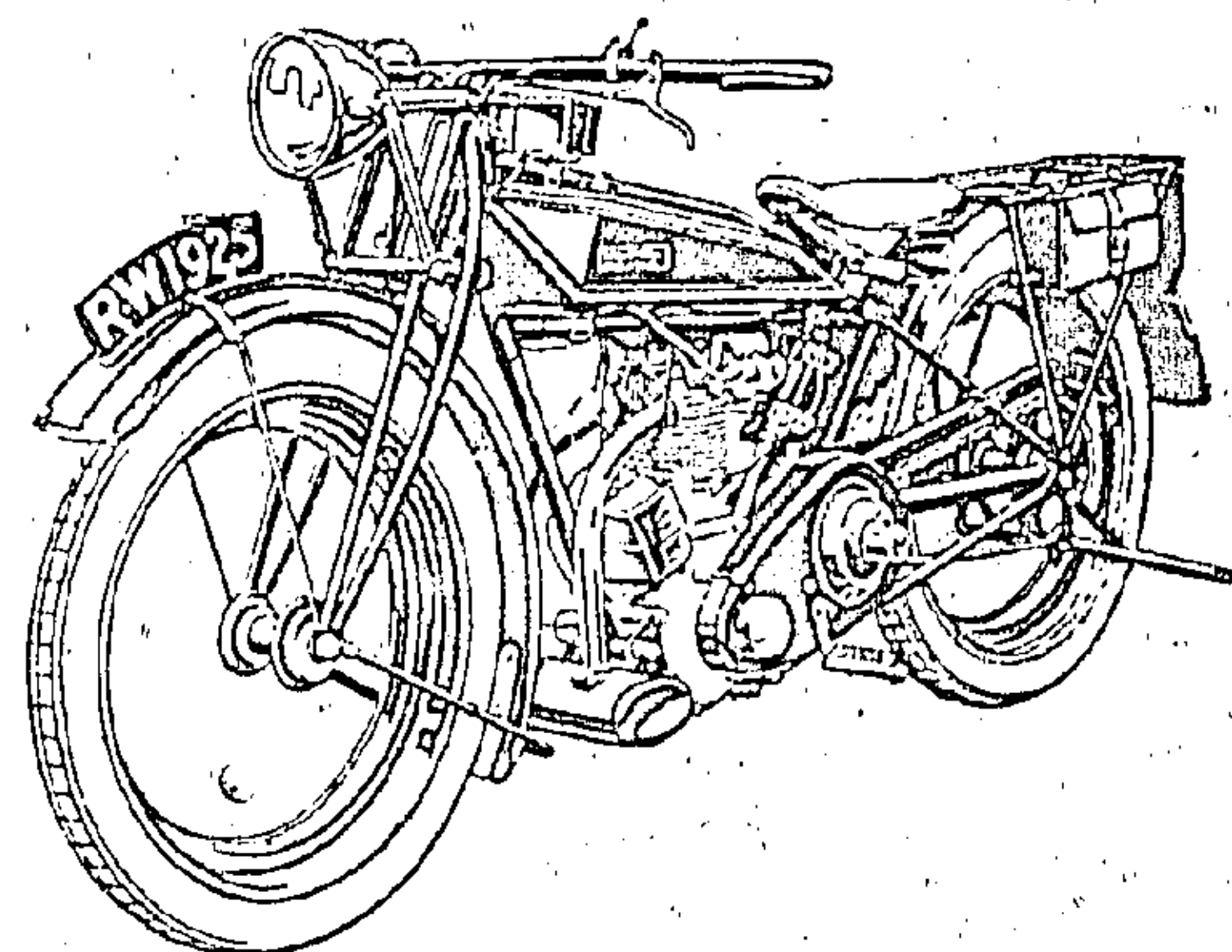
THE SINCERE CO.



SOCONY
MOTOR OILS
AND
GASOLINE

Rudge-Whitworth
Four Valve Four Speed

MOTOR CYCLES



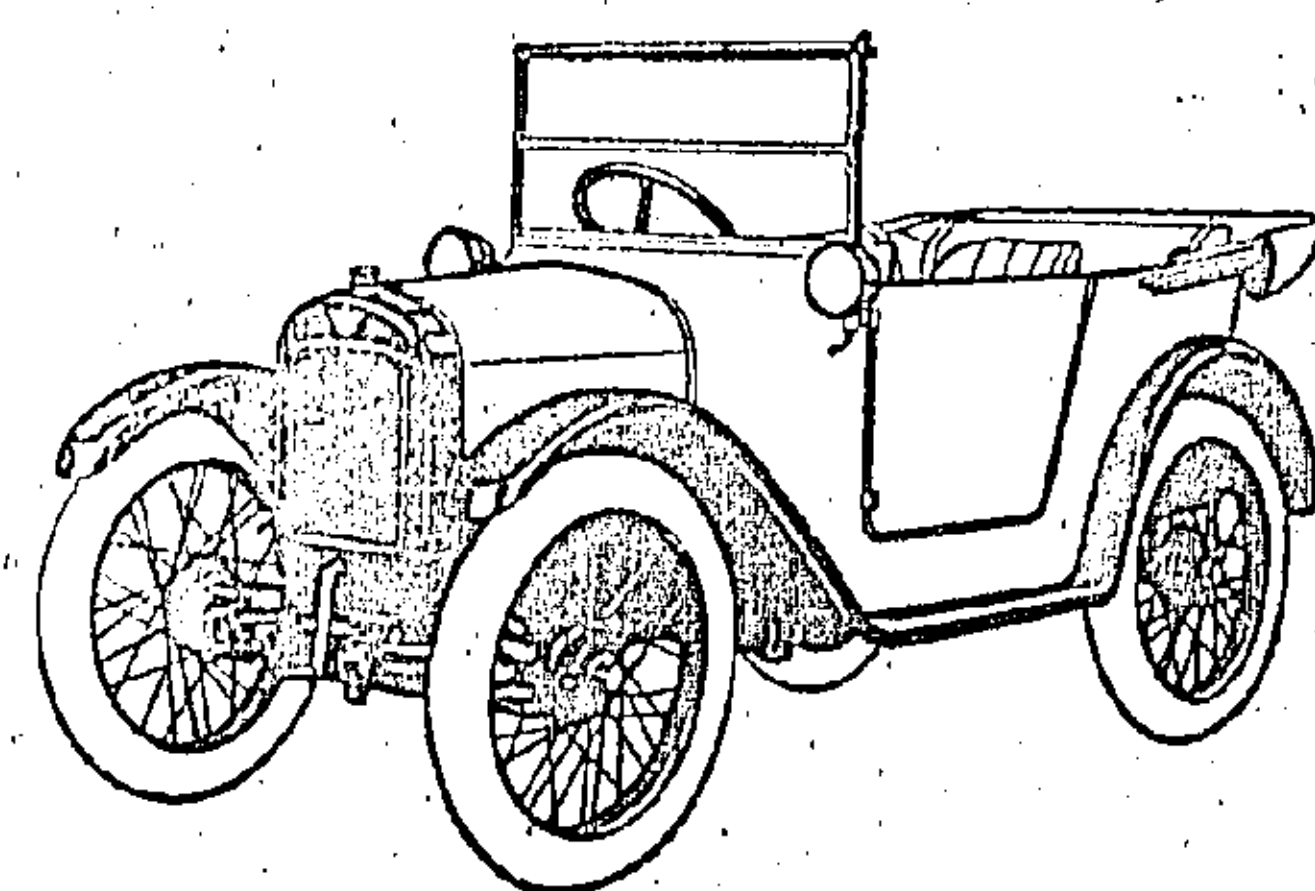
NEW STOCKS ON HAND

ALL ELECTRICALLY EQUIPPED
3.46 H.P. \$485.00 4.99 H.P. \$525
4.99 H.P. Combination \$775.00

RUDOLF WOLFF & KEW, LTD.

54 Queen's Road, Central.

Phone C 2173.



ONLY ONE ANSWER

All you folks who have questions to ask about the “AUSTIN SEVEN.”

Can be answered in three words:...

THE IDEAL CAR.

Makes a nice Xmas present to the wife or paughter.

Stocks carried.

Alex. Ross & Co., (China) Ltd.

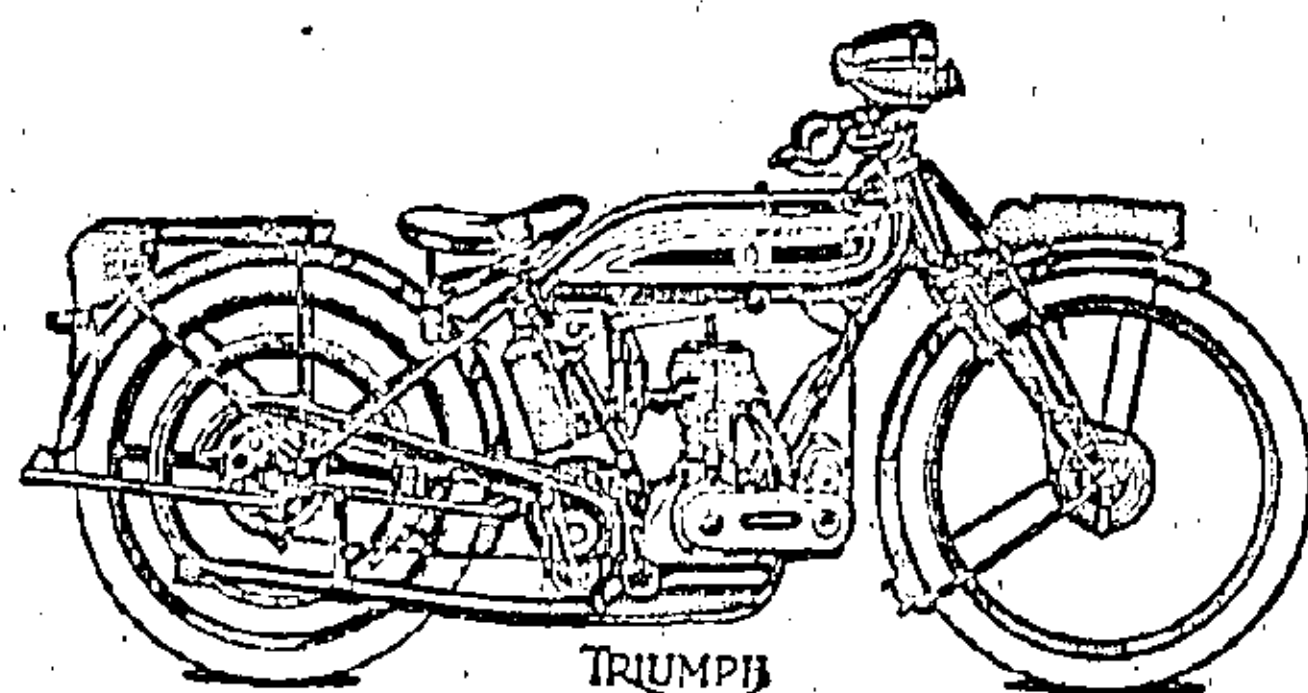
No. 1A, CHATER ROAD,
(OPEN UNTIL 5 P.M. SATURDAYS.)

GRAN PREMIO WON BY STUDEBAKER SPECIAL
SIX FOR FOURTH CONSECUTIVE YEAR.

1925 1924 1923 1922
Angel Marcelli Mariano de la Fuente William T. Burke Antonio Ovides

The four winning pilots who drove a Studebaker Special-Six to victory in the Gran Premio of Argentina for four consecutive years.
The main illustration shows Angel Marcelli, winner of the 1925 Gran Premio, in his Studebaker Special Six rounding a sharp curve at daring speed. The corner inset is an artist's caricature of Marcelli.

TRIUMPH



TWO WORLD'S RECORDS

VICTOR HORSMAN CREATES ANOTHER

In winning the 50 Mile Race for the C.G. Pullin silver cup at Brooklands at the rate of 92.5 M.P.H.

This speed is too much for our roads here, but it is good to know that the trusty Triumph really can do things.

Ready for the Road - - - £59. 5. 0.

Stocks carried.

Alex. Ross & Co., (China) Ltd.

Show Room No. 1A, Chater Road.
Open Saturday afternoon till 5 o'clock.

ROME-MELBOURNE-TOKIO-ROME

FLIGHT

Commander De Pinedo

broke all previous records records in his

epoch-making flight of

33,000 MILES

ALL ON

"SHELL"

ASIATIC PETROLEUM CO., (S'C) LTD.

(INCORPORATED IN GREAT BRITAIN.)

A. A. SERVICE.

A BOON TO NIGHT ROAD
USERS.

The Automobile Association has installed a number of A. A. super roadside telephone boxes throughout the British Isles, which, in addition to affording the usual A. A. roadside telephone facilities for motorists, provide a welcome innovation in illuminated signposts.

Erected at important cross-roads, they are larger and higher than the ordinary A. A. telephone boxes now so familiar to road users, and are constructed of wrought sheet steel, with the exception of the doors, which are of wood. A steel post, approximately 20ft. high, passing through the centre of the box, carries the necessary number of arms, giving signpost information. In addition to the names of towns or villages, and the mileages, the road classification is also shown.

The arms of the signpost are illuminated after dark by lamps using either low pressure carbide or, if available, electric current. The lamps are situated on the roof, which is painted white in order to reflect the light upwards towards the signpost arms. A separate roof lamp is provided for lighting the interior of the box, to enable motorists using the telephone to consult the telephone directory, etc.

The method of illumination, coupled with the bold lettering on the signpost arms, enables road information to be read after dark at considerable distances by passing motorists. The telephones, as is usual with all the A. A. roadside telephones, are available at any time during the day or night.

EXTREMELY POPULAR.

1926 MODEL OF 10 H.P.
SINGER.

The 1925 model of the 10/26 h.p. Singer has proved extremely popular, both in Great Britain and in the overseas markets. Among the chief reasons for its popularity has, no doubt, been the fact that it is unusually commodious for a light car and rendered particularly comfortable by reason of adjustable seats, ample leg room and pneumatic upholstery. For 1926 the old "Popular" model has been discontinued, and the "De Luxe" model will incorporate several valuable new features. The chief change is the addition of Ribury front wheel brakes. An improved type of radiator with detachable block is now fitted, and the design of the bonnet has also been modified. There is now a petrol filler cap fitted on the outside in line with the radiator cap. Louvers are fitted to all bonnets, and ventilators to each side of the scuttle dash. As regards the springs, the quarter-elliptic type is retained for the suspension of the front axle, but two leaves are clipped to the axle and a third short leaf is added to take the braking stresses as far as possible off the springs. In the system of four-wheel brakes there is a balance gear between the front and back brakes, but, in accordance with the practice becoming increasingly popular, there is no compensation between brakes on opposite sides of the car.

BUSES IN AUSTRALIA.

One of the most interesting phases in the development of motor transport is the great increase in the use of buses in all parts of the world. Municipal bodies, tramway companies and private enterprises are all entering the bus business, and, owing to their high standard of reliability and comparatively long life, the British machines are the subject of a large proportion of the orders. The Brisbane Municipality, Queensland, have been for some time contemplating the purchase of buses and have recently made a beginning by ordering three Albion chassis designed for twenty-passenger bus bodies. It is gratifying to know that British-built machines have been selected for this enterprise, and there is no doubt of Albion being able to uphold the British Manufacturers' reputation in face of any competition.

HAND GAS FEED.

Feed gas with the hand control when going over bad bumps. This will ease the shock by keeping the speed of the car constant.

AUTOMOTIVE
ENGINEERS.

DISCUSS FUTURE
IMPROVEMENTS.

The recent convention of members of the Society of Automotive Engineers brought out the fundamental features for the improvement of which the engineers are working.

These are:

1. Noise elimination.
2. Lubrication.
3. Riding comfort.
4. Brakes.
5. Transmission.

They cover a range of improvements that seem to take in practically the entire automobile. They show how far we have yet to go to make the American automobile a perfect mechanism.

More Problems.

Yet these are only the major considerations in automotive engineering circles. There are many points that need improvement, some of them subsidiary to any of the five bigger improvements, others wholly independent. For instance there is the question of body design, construction and finish. It has been only this year that finish has been brought up in its new aspects, with the introduction of Duco and pyroxilin.

Engineers go much farther than the actual mechanical details, in their quest for the solution of their problems. They now consider psychological and physiological factors relative to the driving of automobiles.

"The noise problem, for instance, is not merely a problem in physics," says H. Clyde Snook, of the Bell Telephone Laboratories, "but also a problem in the physiology of hearing; probably it is also a psychological problem."

Brakes and Balloons.

Authorities are firmly convinced that the matter of brakes is a psychological and physiological problem, from the experience they have had with various types of drivers.

Riding quality, also, is not merely a question of springs and shock absorbers and balloon tires, but it is a question of suiting the individual who drives the car. It makes the mechanical problem so much more difficult when the personal equation has to be considered.

Yet the engineers are working ahead, knowing that every mechanical improvement will result in the psychological improvement on the motorist. Four wheel brakes and balloons did this. Newer improvements may be expected to do likewise.

MOST STILL OPEN.

Less than 40 per cent. of the cars built last year were closed. That means that about 1,600,000 open cars were built in 1924.

SOUND VALUE

The price of Dodge Brothers Motor Car is a Genuine index of its value.

Enabled, by their vast resources, to finance themselves; selling directly through dealer to purchaser; adding nothing to the price of a car to support a free service policy; concentrating on one chassis for their complete line; eliminating the overhead involved in furnishing many body types with special finishes—

Dodge Brothers are actually able to conserve a considerable amount of money in the manufacture and sale of each car.

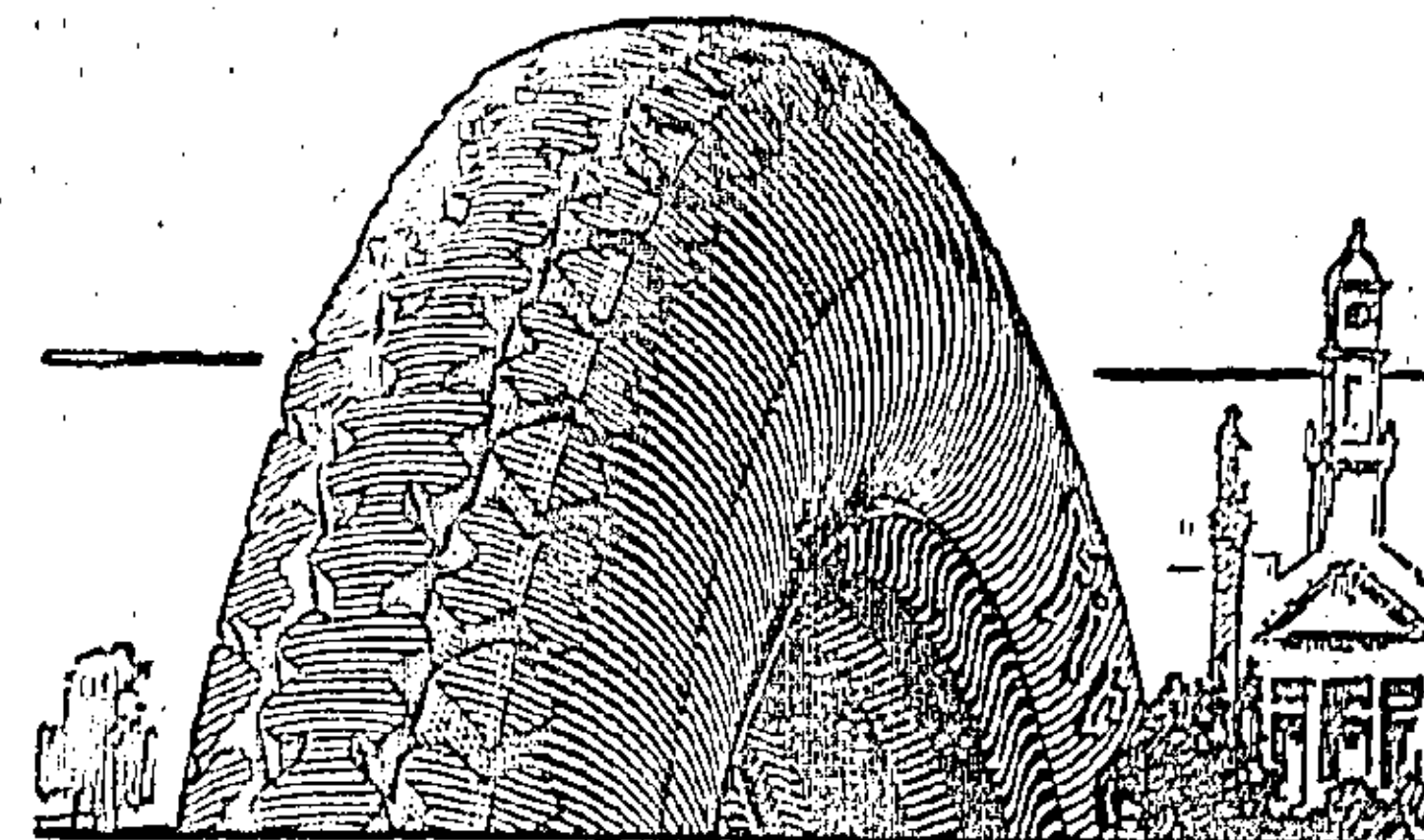
This saving is not only reflected in the price; it is returned to the product itself, and in this way passed on to the purchaser—sound value for his investment.



The Dragon Motor Car Co., Ltd.

Registered Head Office and Show Room:

33, Wong Nei Chung Road, (Happy Valley) Central 1246 or 1247.



Comfort, Safety

And Long Mileage

ONE reason why more and more motorists turn every year to Firestone Cord tyres is the comfort which the live, buoyant body of the tyre provides.

Another is the sense of security which comes from the staunch resistance of the cross and square tread against skidding.

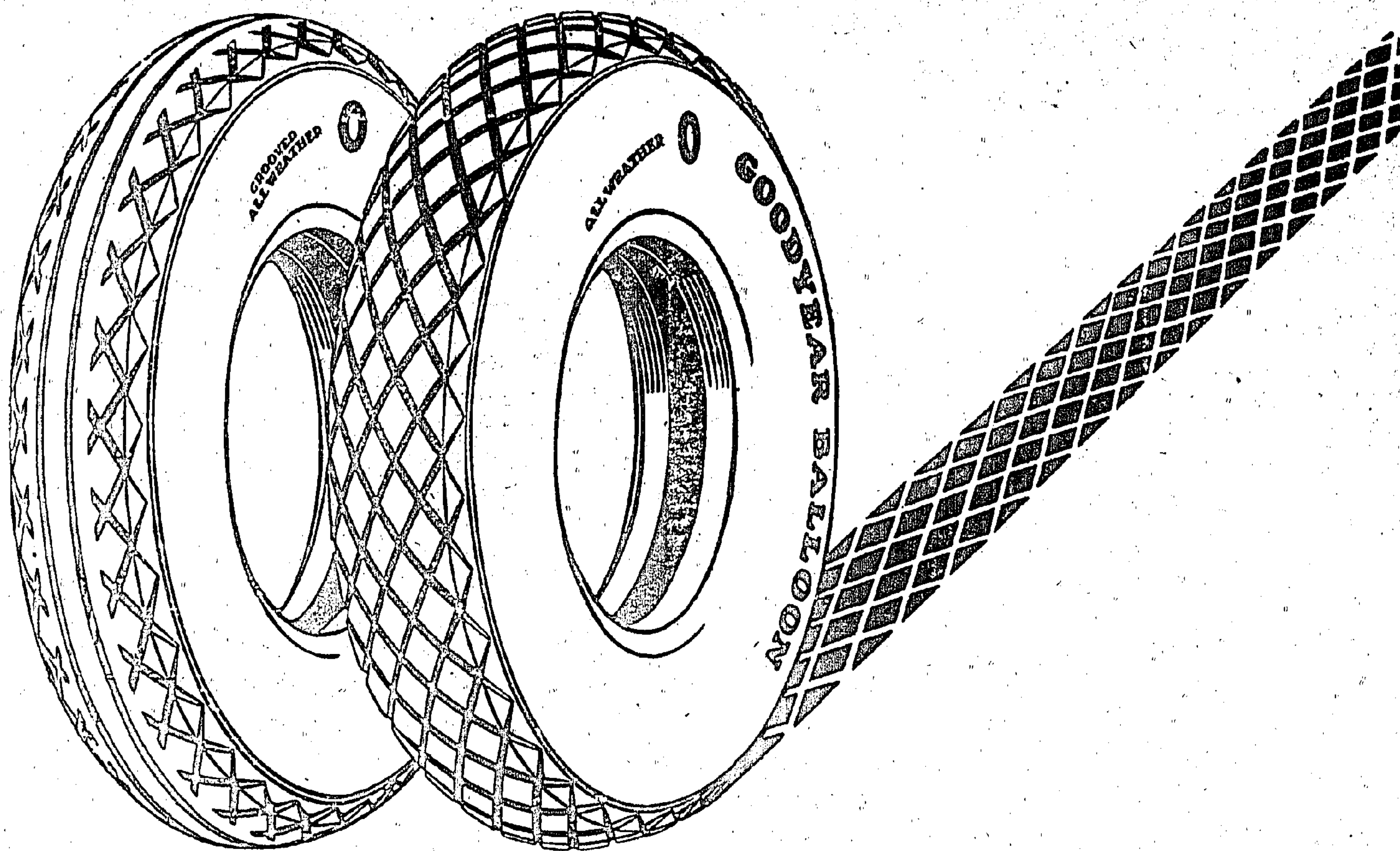
Comfort and security are definite Firestone advantages, added, always, to the economy of—

Most Miles Per Dollar

Firestone

THE DRAGON MOTOR CAR CO., LTD.

33 Wong Nei Chung Road, (Happy Valley) Central 1246 or 1247.



What is

SUPERTWIST

To Goodyear Users It Means

STRENGTH AND ELASTICITY

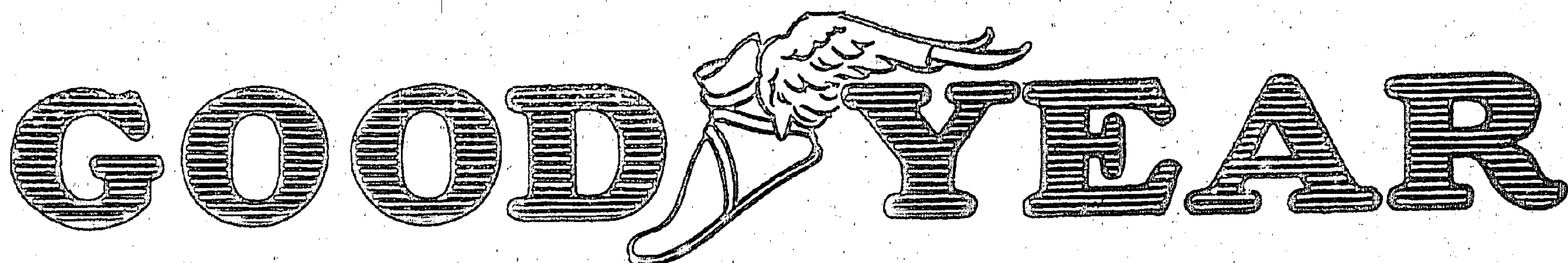
The introduction of the Balloon Tyre resulted in a demand for a tyre body which would withstand the extreme bending and flexing to which this type of tyre is subjected because of the thin side-walls and lower air pressures.

Goodyear Engineers, after a long period of experimental and development work in the Goodyear Fabric Mills, finally perfected a new cord material which is 50% more elastic than any cord material heretofore used.

The result is "Supertwist," manufactured by a

patented Goodyear process, which has given such remarkable service in Goodyear Balloon Tyres that it is now also being used exclusively in Goodyear Cord Tyres.

Goodyear Tyres only are made of "Supertwist" and Goodyear users know, whether the name appears on motor car tyres, motor truck tyres, motor cycle tyres, carriage tyres, solid or pneumatic ricksha tyres, tubes, accessories, repair materials, mechanical rubber goods, balloon and aeronautical supplies, soles, heels, or printers' supplies, that—

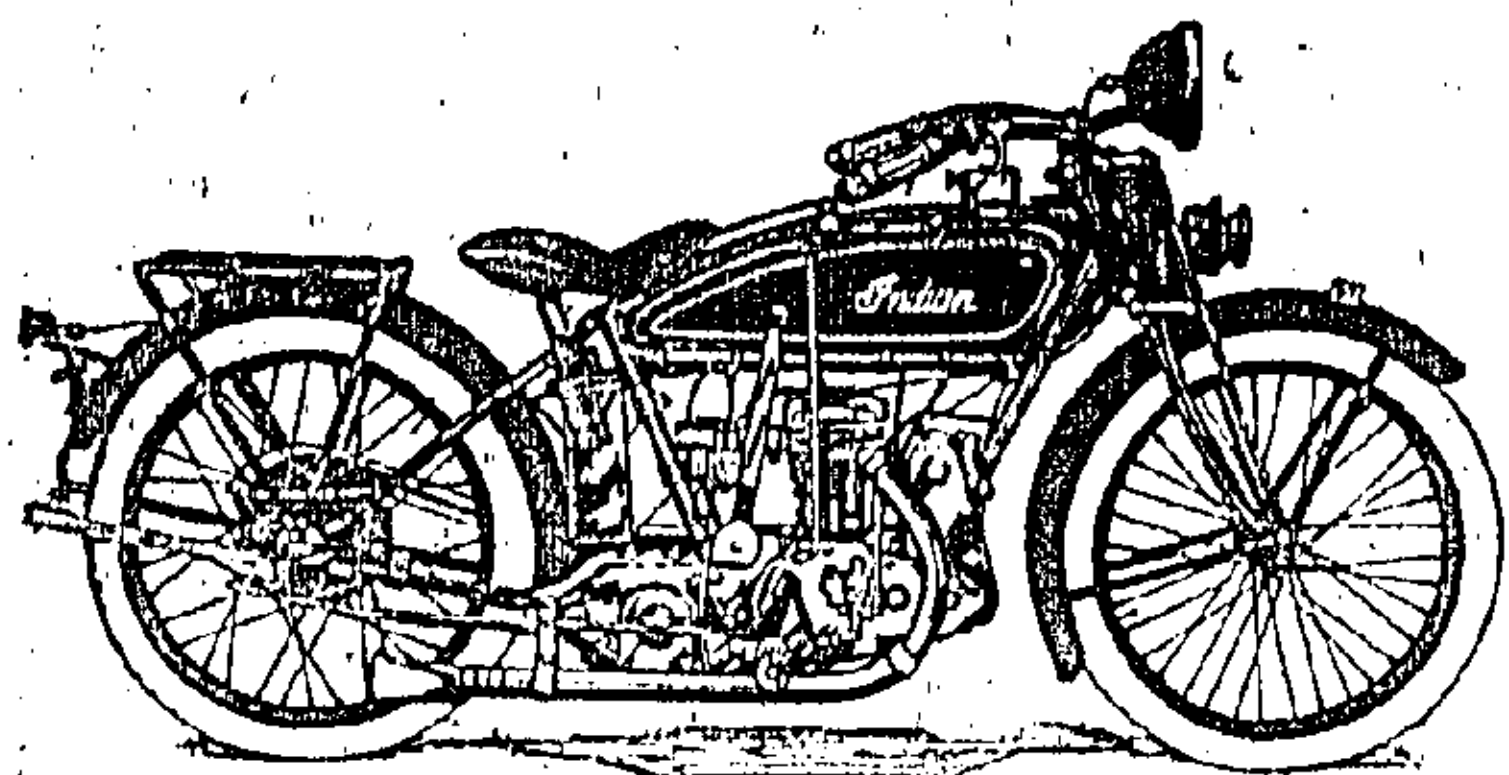


MEANS GOOD WEAR

DISTRIBUTORS

ALEX. ROSS AND CO. (CHINA), LTD.

BANK OF CHINA BUILDING, HONGKONG.



WORLD'S FASTEST MOTORCYCLE

"THE INDIAN"

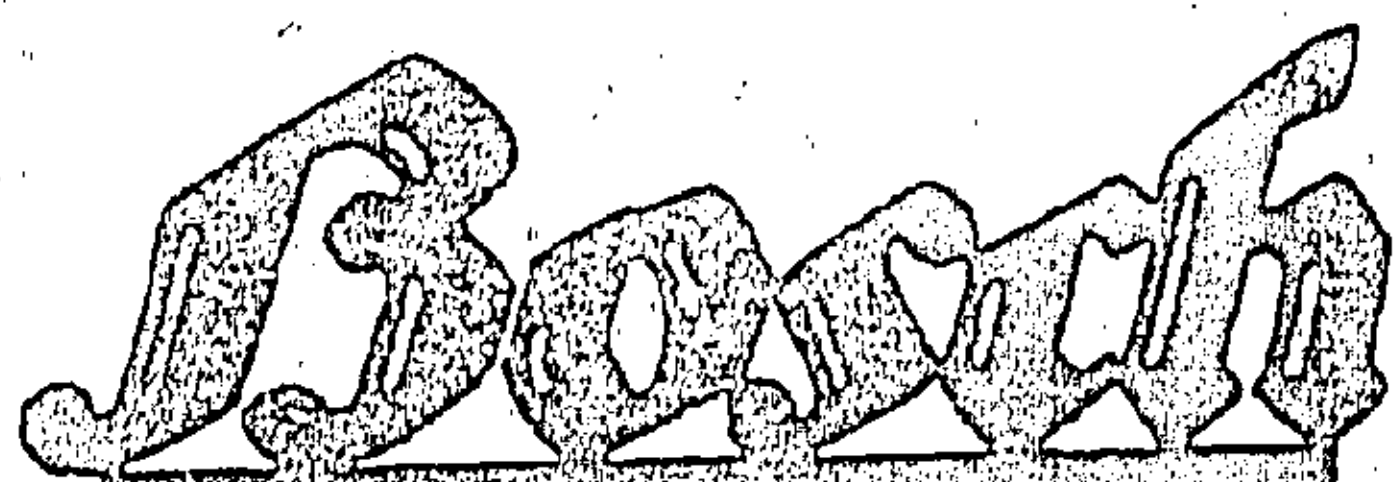
Mr. Paul Anderson on his Indian breaking World's Mile Record at the unprecedented speed of 135 M.P.H. Arpaion, 11, October, 1925.

THIS ONE IS A PRINCE.

Stocks Carried.

Alex. Ross & Co., (China), Ltd.

No. 1A, CHATER ROAD,
(OPEN UNTIL 5 pm, SATURDAY.)



BOSCH SPARK PLUGS:

Made in many different types and admirably adapted to the varying designs and operating conditions of motor cars and motor cycles:

r 1212 e 18 m/m for cycles..... \$1.00
r 1616 e 1/2 for cycles..... \$1.00
r 1616 e 5/8 m/m for motor cars..... \$1.00
r 2212 e 18 m/m for motor cars..... \$1.00
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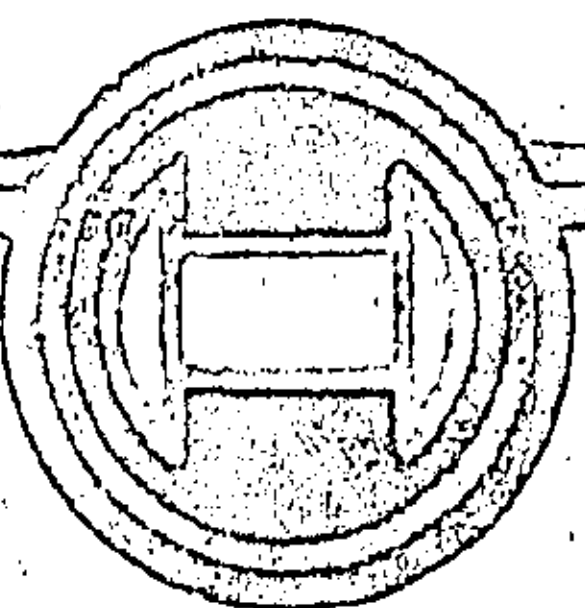
A tool required by every driver and mechanic. Jaws open and close with one hand. Locks in fixed position of jaws. Positive stop prevents opening spanner too wide.

5-1/2 inch..... \$2.50
Platinum Points (B) For Motor Cycles: Steel..... \$1.00
Long..... \$1.00
Platinum Points (C) For Motor Cars: Steel..... \$2.50
Long..... \$2.50

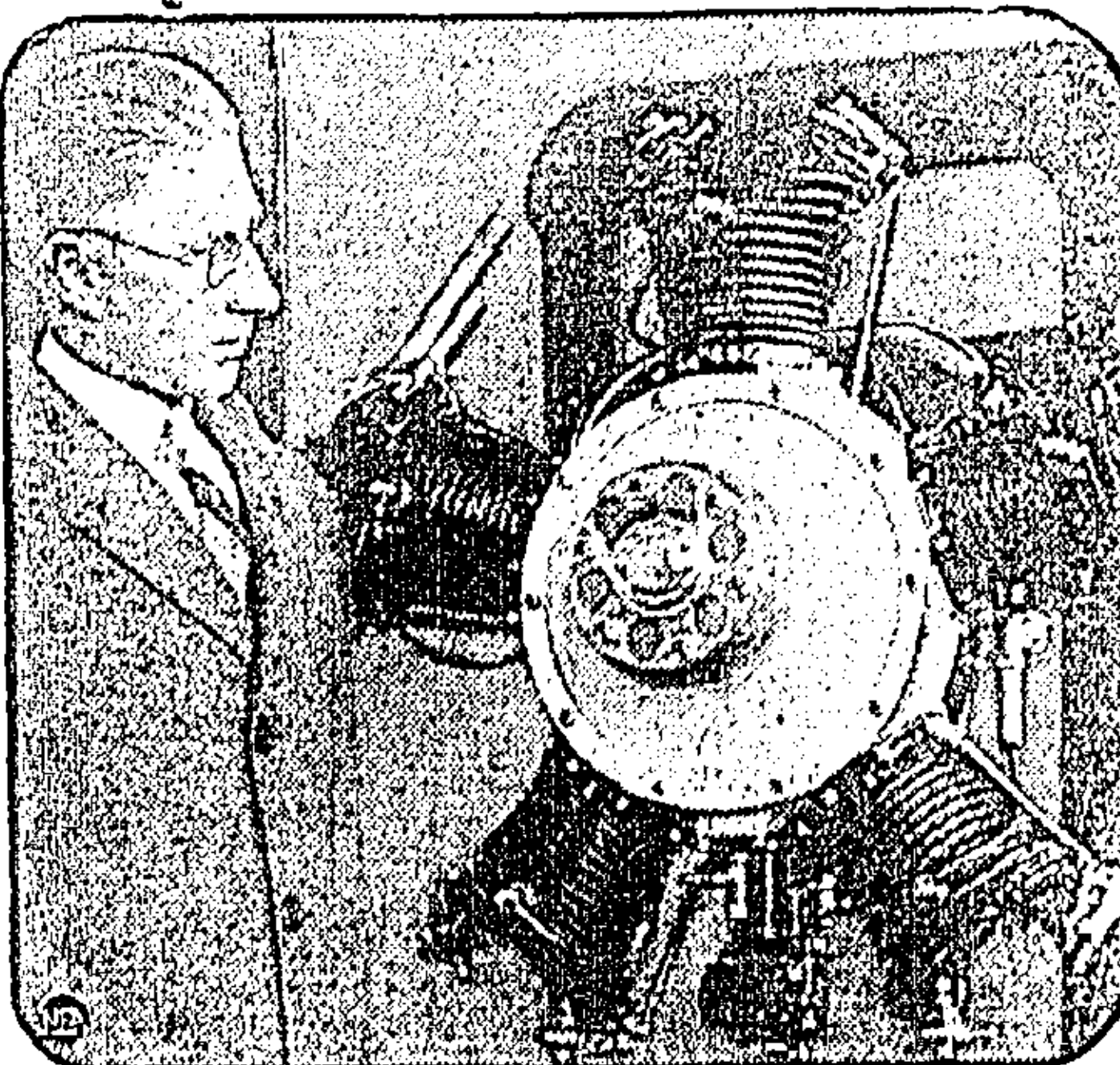
THE DRAGON MOTOR CAR COMPANY, LTD.

Telephone 1214 or 1217.
35, WONG NEI CHAI RD., (1133) VALLEY.

Pay close attention to the name of
ROBERT BOSCH
and this



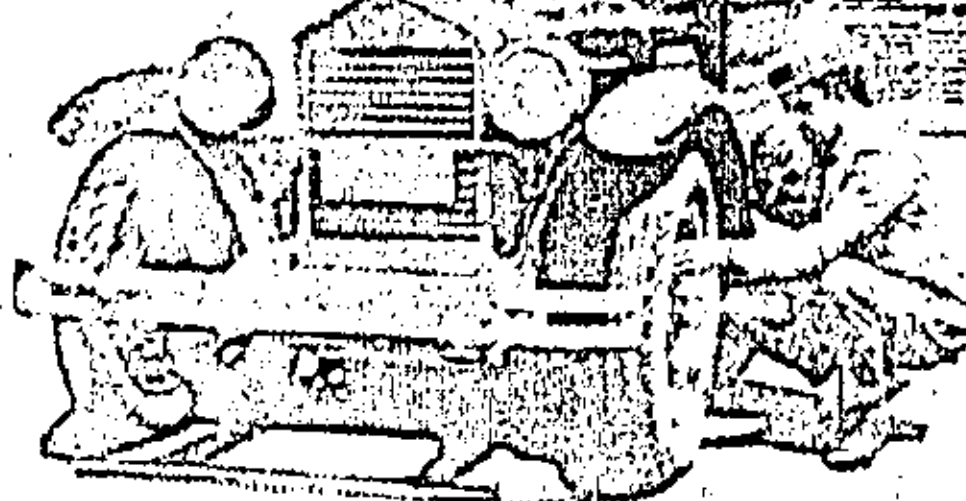
NEW AEROPLANE ENGINE.



Lieutenant Cyrus Bettis, winner of the international speed races, is shown looking over the latest Rickenbacker motor. This motor can fly a plane thirty-five miles on one gallon of gasoline at a cruising speed of 100 miles per hour. Thus may the air be flivverized.

NON-STOP DRIVING TEST ON GOODYEARS.

"WILD BILL" SEELEY PUTS ESSEX CAR
AND HIMSELF THROUGH CONTINUOUS
FIVE DAY ORDEAL.



How the newspaper featured the story. Inset shows the car at the conclusion.

Handcuffed for five days and five nights, 122 hours and 45 minutes to the steering wheel of a Goodyear balloon equipped Essex coach, "Wild Bill" Seeley completed one of the hardest continuous driving endurance tests ever staged in Cleveland, Ohio, U.S.A.

The Start.

Cleveland's traffic commissioner Donahue, put the handcuffs on Seeley, the hood was locked down and sealed with the official seal of Cleveland and, accompanied by a Cleveland News reporter, Seeley started off on his sleepless tour of Cleveland and vicinity.

At regular intervals he reported to traffic and beat policemen so that each could testify that the cowboy driver had not stopped nor fallen asleep. Excepting for traffic signals and traffic stops Seeley was not permitted once to get out of the car. He must keep it moving.

The five-day and five-night tour covered a total distance of 2,563.6 miles and was a front-page newspaper story with pictures of the driver and his Goodyear equipped Essex daily for a week.

Second Tour for Cowboy.

It was not "Wild Bill's" first endurance driving contest because he had sat for 120 hours behind the wheel of a car in St. Louis and held this record until recently when a Detroit driver set up the new mark of 122 hours 29 minutes, which Seeley in his Cleveland non-stop trip determined to break and did.

Gasoline and water were taken on while the car was in motion. Seeley would drive up to the service station and slowly circle around while service station attendants hopped on the running board and refueled and watered the machine.

"Wild Bill" at the wheel of his car became a familiar figure to Clevelanders who watched him day and night display the remarkable endurance of which his six-foot 260 pound body proved capable.

During the tour Seeley lived on milk, buttermilk, chocolate and cool water.

Many Amusing Incidents.

Many incidents marked the trip as unique. There was, for instance, the motorist ahead of Seeley, in a line of traffic that was

held up awaiting the traffic officer's release. But when the "Go" signal came, the motorist stalled, thinking he could block Seeley, who merely made his car go forward and backward a few inches each way—thus keeping moving and fulfilling the terms of the bet.

Many, too, were the interesting and yet troublesome questions that the pilot was asked to answer. This became especially monotonous to him at the latter part of his journey when he felt little like conversation, but he smiled and replied as best he could.

Once some boys in a dilapidated Ford wanted to race with Seeley, but he refused. Everybody wished him lots of luck and admired his courage and ability to endure. He visited almost every well known spot in Cleveland.

The third day he had completed 1,112 hours continuous driving.

Tires played an important part in the contest, because there could be no stop whatever for anything excepting trouble and should a tire fail, Bill would have had to start all over again.

"Tires" Come Through.

But he had Goodyears—Good-year balloons—and so, when an attendant sought to test the air in the tyres on one of his service station circlings, Bill shouted: "The tyres are fine. Never mind looking at them again." And they were. They came through without a falter.

The cushioning of the Goodyear balloons also helped make the long tedious trip an easier one for the sturdy pilot than it might have been, smoothing out the lengthy mileage.

Driving to Bill is not new, he was two years with the A.E.F. in France during the world war and for eleven months was staff driver for Lieut. Gen. Liggett at First Army headquarters—a post given him because of his driving skill, fearlessness and bottomless source of energy.

Dirt begrimed, fatigued, his face lined with the effects of exhaustion, "Wild Bill" finished his trip, with enough reserve strength left in his powerful body to snap the steering wheel of the car from its post and break its steel braces like matches; he was able also to walk away from the machine with a little help.

HALF BILLION IN TYRES.

Tyre output for 1925 is expected to reach the half billion mark. Production, which was about 100,000 a day in 1924, may reach an average of 125,000 tyres daily this year.

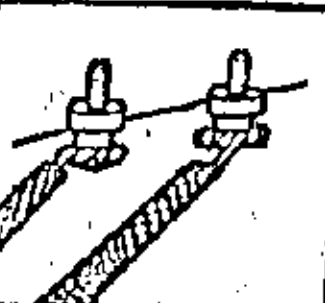
FRANCE HAS MORE.

The number of taxed vehicles in France has doubled since the armistice. In 1918, there were less than 250,000 vehicles on which taxes were paid and to-day there are more than 500,000.

ANOTHER GAS STATE.

Wisconsin has joined the ranks of the states exacting a gasoline tax. Its tax of 2 cents a gallon is expected to bring in an annual revenue of \$15,000,000.

When placing a wire terminal under a terminal nut the wire should be twisted the way the nut turns, as shown at left. Otherwise, the tightening of the nut will loosen the wire from the terminal rather than hold it tight.



HEADLIGHT PROBLEM.

CORRECTING
IRREGULARITIES.

Intensive tests will be made at the new Edison Lighting Institute from which it is hoped some solution to the headlight problem will be found.

These tests have been decided upon by officers of the institute, following failure of various engineering organizations and others interested in automobile lighting to come to some definite decision. Former tests have brought only confusion in the minds of the experimenters as to the proper lighting to use for automobiles.

According to L. C. Porter commercial engineer of the General Electric Company, which has established the institute, 35 per cent of last year's automobile

accidents happened at night. Most of these, he adds, were traceable to faulty headlights. These had either too much glare or too little light, blinding others by the strong light or making it impossible for drivers to see people in the road.

Difference of Opinion.

The Illuminating Engineering Society and the Society of Automotive Engineers differ in their opinions of the intensity of headlight needed for safe driving.

The illuminating engineers set a minimum of 800 and a maximum of 7200 candle power as essential. The automotive engineers go as high as 25,000 candle power as necessary for safe driving at night.

Few Good Lamps.

The U. S. Bureau of Standards tested the lighting equipment of 400 automobiles in Washington.

D. C. Of these, it was found, that only 5.5 per cent had good lighting equipment.

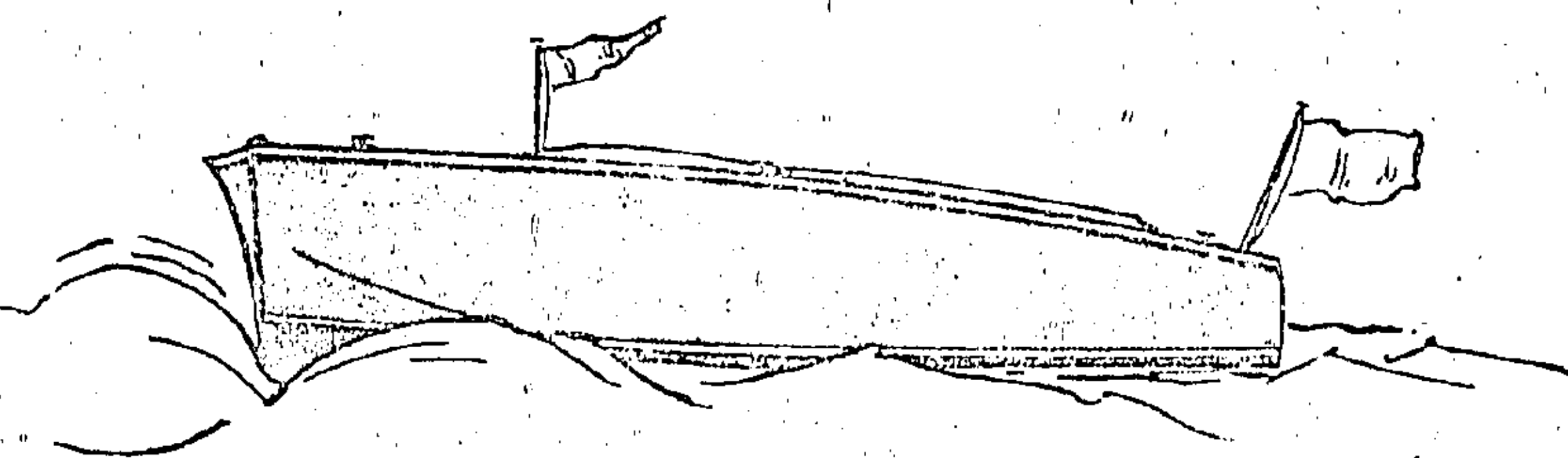
On many of the cars either the lenses or the reflectors were so dirty that the amount of light was cut down considerably. On others, the bulbs were out of focus or the lamps misdirected.

It is these irregularities that the new institute is seeking to correct. An entire room has been set aside for the study of headlight focusing alone. Various forms of anti-glare devices will be tried out, and other related matter put to the test.

AUTO REVENUE OFF.

Returns from automobile taxes, in February dropped more than \$2,500,000 below the revenue for the preceding February, according to government reports. Collections from this source this year were \$7,279,309.94.

16 KNOTS



AILSA CRAIG

FAST RUN ABOUT

BRITISH THROUGHOUT

Complete \$2750.00 { DELIVERED HONGKONG.

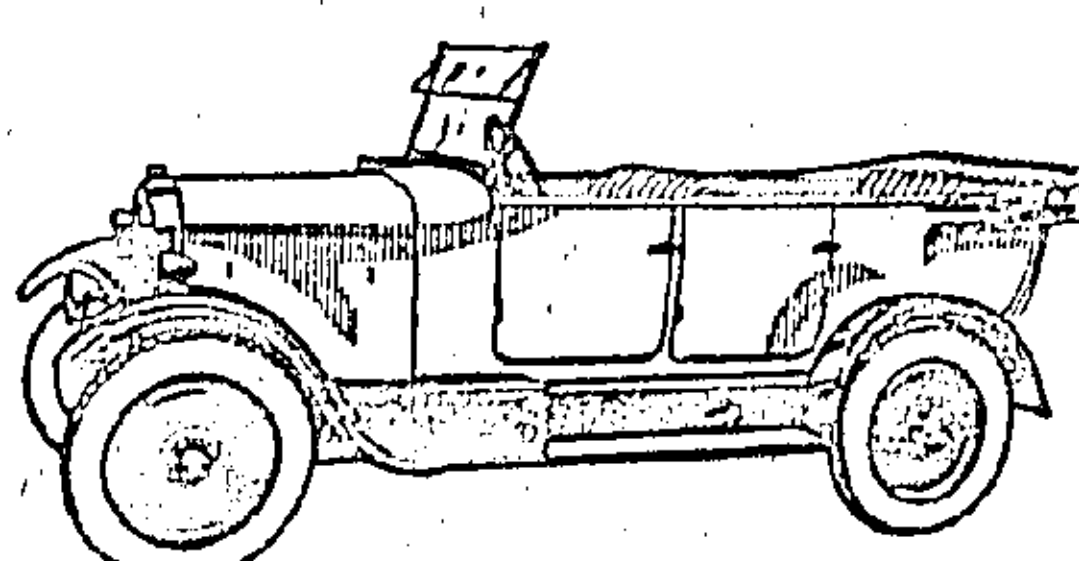
DODWELL & CO., LTD. Sole Agents.

1926



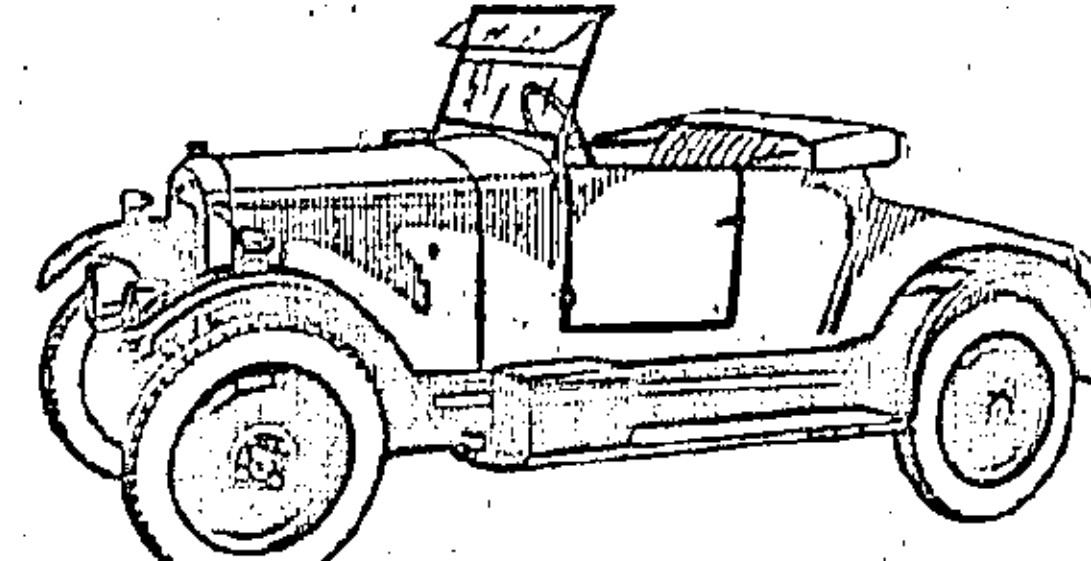
1926

ANNOUNCEMENT



FOUR SEATER "DE LUXE"

\$2,200



TWO SEATER "DE LUXE"

\$2,200

BRITISH THROUGHOUT

OVERHEAD VALVES

FOUR WHEEL BRAKES

AUTOMATIC WINDSCREEN WIPER

COMPLETE ALL-WEATHER EQUIPMENT

PNEUMATIC UPHOLSTERY

DUNLOP RE-INFORCED BALLOON TYRES

35/40 MILES PER GALLON

LARGE RADIATOR

SMART, EFFICIENT AND ECONOMICAL

"SINGER"

represents all that is best in British Light Car Engineering.

FOR FULL SPECIFICATION AND DEMONSTRATION

OF THE NEW 1926 MODELS

APPLY TO

GILMAN & CO., LTD.

HONGKONG BANK BUILDING.

MOTOR CYCLE EVENT.

SCOTTISH SIX DAYS TRIAL.

The Scottish Six Days Trial, which is recognised as one of the most strenuous and sporting of British annual events, was held over a most difficult course this year. Many notorious hills and colonies sections were included, and roughly speaking 200 miles had to be covered each day.

After many years of absence the Triumph Co. was represented this year by a team riding the new famous model "P." This team of three put up a perfect performance, losing no marks whatever under the four distinct qualifying headings: Reliability, Hill Climbing, Condition of Machine, and Break Test, thus winning three Special First Class Awards, and a Manufacturers' Team Prize.

It was left to Mr. W. Westwood to put up the best performance of any solo private owner, and it is interesting to observe that he was riding the selfsame Triumph that he has taken through four successive Six Days Trials.

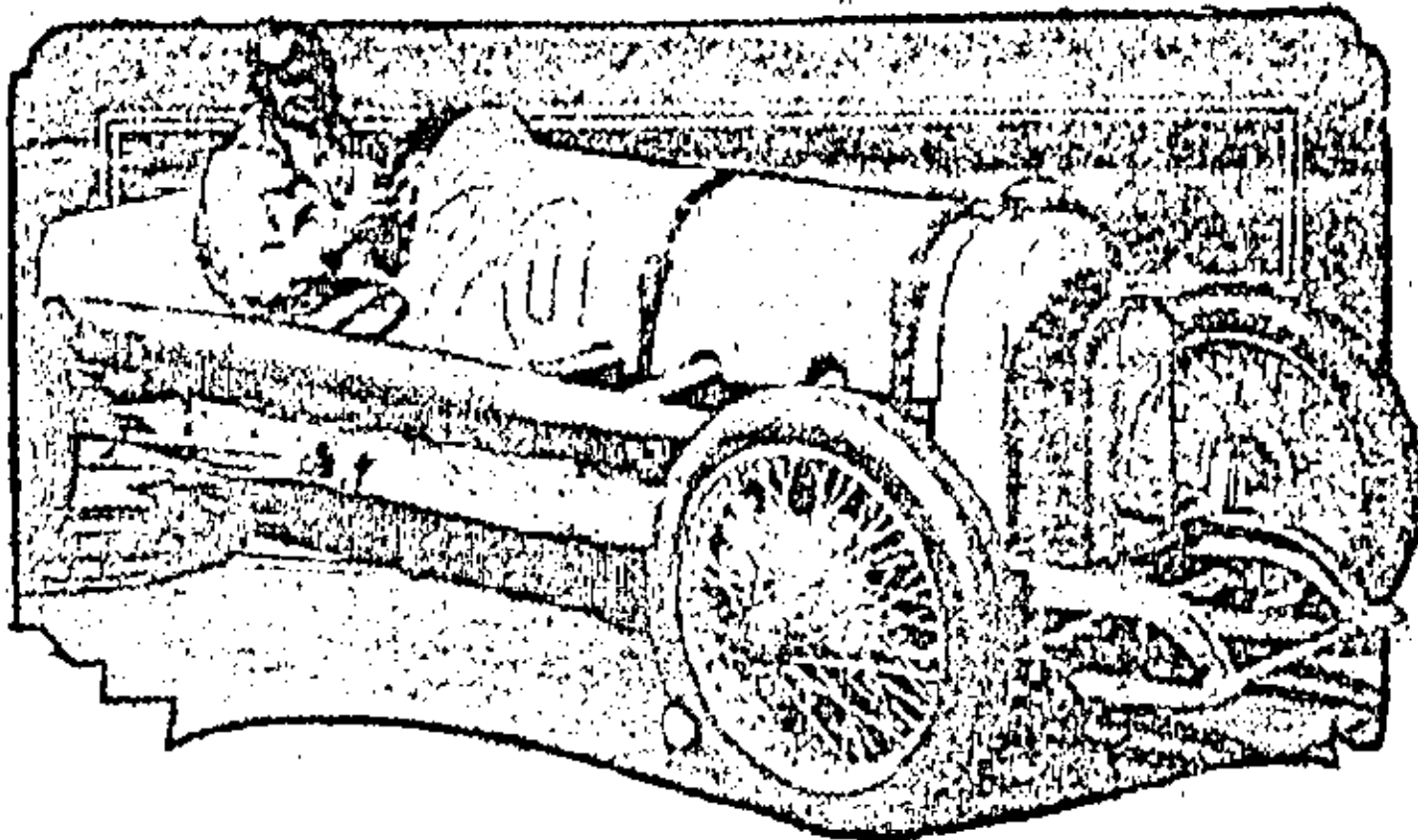
Miss Edyth Foley, one of the three lady riders competing, is a new comer in trials of this description. She is a private owner, and rides an overhead valve Triumph. She lost no marks whatever, and her performance, as seen by a fellow competitor, was considered to be the finest of any of the lady riders. She was awarded the highest possible award.

The following condensed particulars indicate the striking success of the "Trusty" Triumph in this event:

Team comprising:
4.94 h.p. Triumph:
Last no marks.
Won Special
F. G. Edmond. First Class
S. A. Tomson. Award and a
W. Evans. Manufacturers' Team Prize.

4.99 h.p. Triumph:
W. Westwood. Lost no marks.
Won Special
First Class

CHAMPION HYBRID RACER.



Arkansas City, Sept. 30. If a racing automobile has:
A Chevrolet motor block.
A Reo frame.
Maxwell springs.
Buick front axle and steering column.
Ford transmission and rear axle.
Hudson carburetor and brake lever.
Dodge pistons.
Studebaker shackle bolts.
Nash rocker arms.
Chalmers oil pump.
G. I. Case pump.
Fordson valves.
Stutz oil gauge.
Specially built Dayton wheels.
An airplane cowling.
A radiator built by Snodgrass of Arkansas City.
And some other parts from cars which cannot be remembered—

And the car can go 80 miles an hour or more.

What would you call it?

Roy Hume, bank teller, and Dwight Moody, life-long auto mechanic, worked together as airplane mechanics at Kelly Field, Texas, during the war and have continued their interest in planes and racing autos ever since.

They call their 1925 invention simply by the number "20."

There are about that many machines represented in it," they explain.

Don't think that "20" is a joke car. It won second in a half-mile track race at Cushing, Okla., on the Fourth of July and expects to do a lot better in later races.

The car's chief trouble is that it can't go slow enough. It is geared so that when put down in "low" it still insists on rambling 20 miles an hour.

CHEAP CARS AT THE SHOW.

REVIEW OF LOW-PRICED EXHIBITS AT OLYMPIA.

By Captain E. de Normannville in the Daily Chronicle.

The new six-cylinder Crossley chassis is one of the novelty features at the show which should not be missed, as it possesses many points of more than normal interest. Known as of 18-50 h.p., the actual tax is £18.

The six cylinders are of monobloc construction, and the overhead valve design is the last word in efficiency.

The special arrangement of the inlet pipe should be noted, and also the novel design of the engine bearer supports. Thermos-tatic control of the cooling water is another feature, and the new model has a four-speed gearbox.

The 14 h.p. models seem even better value than heretofore, and as it may be remembered I recently spoke in very high terms of an extended test on a 14 h.p. Crossley. The five-seater at £395 is a fine example of British achievement in this class.

Remarkable Value. For the intending purchaser whose mind is solely concerned with value for money in the low-price category the Essex still stands as a criterion.

It is not merely that you get a smart, six-cylinder five-seater saloon for £295, but its running qualities are so good that without practical experience it would be difficult to credit their quality at the price.

As far as I can see, it is the cheapest six-cylinder saloon in the show, yet it has a more refined road performance than many cars costing 50 or even 100 per cent. more.

The polished chassis on the stand is a study for the automobile student in the difficult problem of combining very low production cost with really high road performance.

Also on the Hudson Essex stand—which is just inside the Hammersmith-road entrance—are examples of the Hudson range of cars. Here, again, amongst people who really know comparative car performances, is a vehicle which also stands pre-eminent.

British and Italian Cars.

On Stand 99 is to be seen an entirely new 13 h.p. Clyno model which is particularly attractive, not only on account of its competitive price, but also for its excellence of finish for such a moderate sum. The body-work is rather of the luxury type than of the economy order.

In the four-door saloon, for example, there are adjustable seats, which is a generous provision on the comfort side when it is remembered that the car sells at £298.

The smaller model Clynos have been coming well to the fore during the past season, and an inspection of the different examples shown, combined with a study of their prices, soon makes one understand why.

For real excellence of design in a small car the new 7 h.p. Fiat stands as a shining example. It is a reproduction in miniature of all the excellence in design and construction normally associated with Fiat products.

A chassis and coupe are staged, the latter seating two comfortably, with accommodation for a third in the dicky.

Handsome Cars.

The popular 10-15 h.p. model appears to be unchanged except for some minor detail improvements. It can now be equipped with four-wheel brakes, however, for £15 extra. The saloon model is an accepted value for money criterion. Examples of the 40 h.p. are also staged, and very handsome cars they make.

The new 12 h.p. Swift has created a very good impression, and has proved an instant success. It is a neatly designed four-cylinder model, with four-wheel brakes.

It is typically British—and Swift—in its sturdy construction, and, though light, is obviously built for long wear.

The engine is a monobloc, with detachable head, the bore and stroke being respectively 72 mm. and 120 mm., so that the tax is £13. The clutch and gearbox are formed in unit construction with the engine, and four speeds and a reverse are provided. The saloon model is an excellently finished job.

Maharajah's Choice.

The 10 h.p. range of Swift cars follows the general lines of the new 12, including four-wheel brakes, but with a three-speed gear-box. The four-seater at £235 is splendid value for such a well-built car.

TRAFFIC CONGESTION.

(By Walter P. Chrysler.)

The great cities of the world are all faced with the problem of traffic congestion. London, New York, and Paris are all faced with the serious problem of dealing with steadily increasing traffic. Yet the congestion is bound to grow.

In my opinion the problem of congestion promises to be even more serious in Great Britain than the States—New York of course by its situation being an exception. If in the States we have twenty times your number of motor cars you have seventy times your area. Our towns and cities being mainly new, have broader streets and are better planned for traffic. We have not your problem of old country towns with little winding streets on main traffic routes.

It is simple to say that widening roads and the creation of by-pass roads to avoid congested areas will help greatly. But in a very heavily taxed country like yours the great reconstructions needed are impracticable.

But there are suggestions which are sensible and inexpensive. Your London system of directing traffic is splendid—I yield to no one in my admiration for your traffic police—but I think your

police would be greatly assisted if the New York system of one way streets and signal towers were introduced. For example, when the signal tower flashes "Stop" all vehicles on the route stop at once where they are instead of all jamming into one great string immediately behind the crossing. This has the great advantage of keeping the neighbouring side streets open, and enabling cars to get quickly into top speed directly the obstruction is removed. I think, too, that our method of marking certain side streets as detour routes would be an advantage.

It is also necessary that in all great traffic streets cars can be prohibited standing by the foot-path except for the moment required to set down or take up passengers. Certain varieties of slow traffic ought to be prohibited the use of main streets during the crush hours. A coal cart or a refuse cart will hold up all traffic behind it on the Strand or Oxford Street.

To my mind it is advisable also that no motor licenses be issued except to persons who have passed a driving test. None of your clever motor bus-drivers are allowed on the road till they have proved themselves competent, but any private motorist can if he wishes drive away the car he has just purchased even if he has never a yard before. Congestion

is very frequently aggravated by the untrained driver who loses his head in traffic and drives too fast causing accidents, or who shows such exaggerated caution that he slows down all the traffic behind him. If all drivers were competent traffic could be carried on safely at a much greater pace.

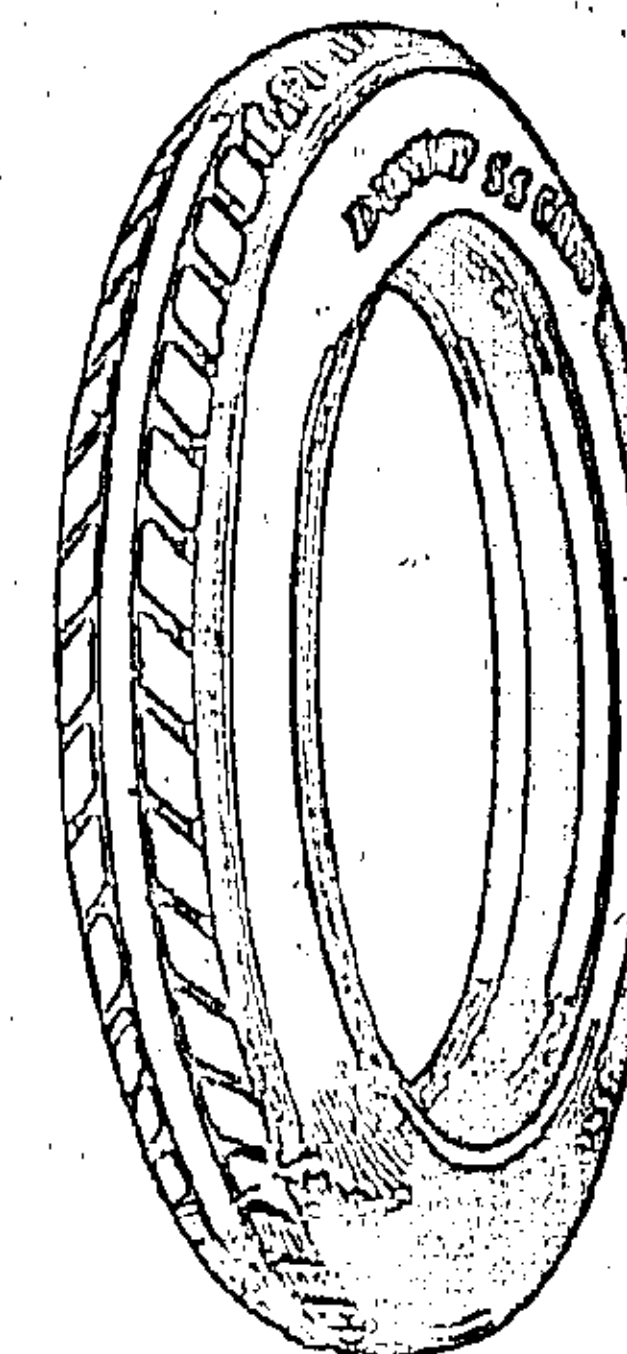
These alterations would all help but best of all would be an alteration in the usual type of motor car. Very often cars to-day are under-engineered and have no reserve of power. In traffic they are slow to pick up. They miss their opportunities of moving forward quickly. However quick and clever the driver may be the cars are not alert enough in traffic.

My own idea in car building has always been to construct cars with ample power and quick pick-up—that can be throttled down to move at two miles per hour and without change of gear—leap to any speed up to seventy miles an hour. The use of cars of this modern type would help greatly in solving the congestion problem.

WHEAT UP, CARS DOWN.

It requires only one-third the number of bushels of wheat to buy an automobile to-day as compared with the number required in 1913. To-day the average price of a car is 506 bushels compared with 1,482 bushels in 1913.

Why

DUNLOP
CORD TYRES

should be on your car—

They are the outcome of the longest experience in tyre building.

They are made from raw materials, the production of which is controlled from its source.

They are made on the proved best principles, applied in the best way.

They give longer mileage and better service than any tyres in the world.

AND!!—the DUNLOP RUBBER COMPANY maintains its own Branch organisation on the spot, to give effect to the Company's universal policy of Service and Efficiency on all Tyre matters.

Dunlop Rubber Co. (China), Ltd.
Hotel Annexe Building. C. 4554.

Hongkong Hotel Garage
(Distributors) C 479. 5.

The fittest survive!

The fittest survive! Neither men nor machines, if they are unfit, can long withstand the crushing strain of an exacting existence.

Buick Valve-in-Head motor cars are built on principles that were established when the motor car industry started, and that these cars survived without change in their fundamentals is convincing proof that they are constructed on basic principles that are correct. In the making of Buicks there has been no yearly shifting from one set of engineering and manufacturing principles to an entirely different set. The Buick Valve-in Head principle was right in the beginning, and it has been right ever since. Each passing year finds this great principle more firmly and securely established in the estimation of the motoring public.

The Valve-in-Head principle is the great reason for the survival of Buick motor cars. If this principle had not been correct, Buick, too, would have found it necessary to jump from one kind of engine to another in a ceaseless effort to find something that would stand the grilling work a motor car is called upon to do.

The Buick has survived every test that more than a million and a quarter users could devise in the most exacting conditions of worldwide service. There could be no better proof that Buick is the fittest among motor cars.

BUICK

VALVE-IN-HEAD MOTOR CARS

Please call or Telephone C. 1036

HONGKONG & KOWLOON TAXICAB CO., LTD.

33 & 35 Des Vœux Road Central.

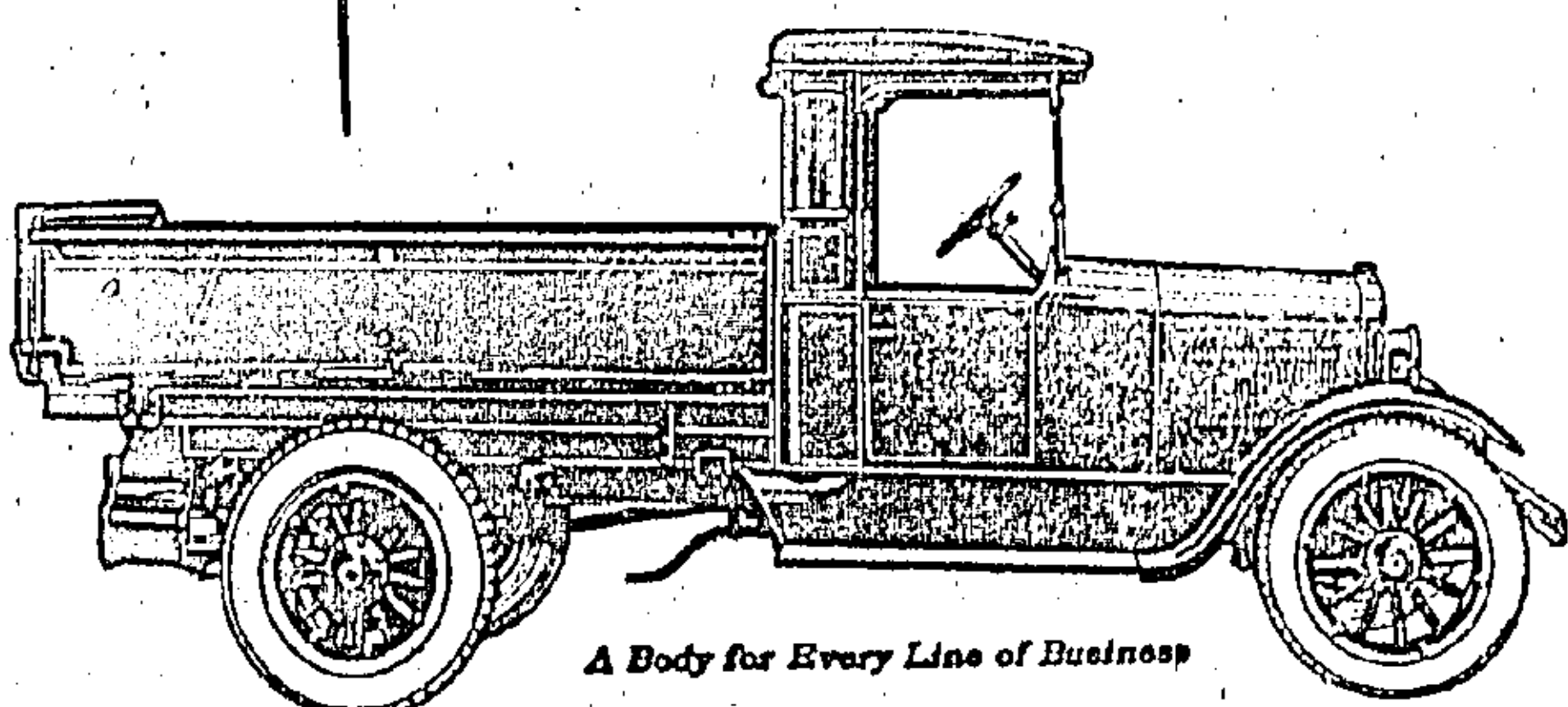
GRAHAM BROTHERS
TRUCKS

SOLD BY DODGE BROTHERS LTD. LONDON, EVERYWHERE

The ability to insure owners of immediate service at all times is an asset of tremendous importance to truck manufacturers.

In this respect Graham Brothers have an obvious advantage, marketing, as they do, through Dodge Brothers vast and reputable dealer organization.

1-TON CHASSIS:	U. S. CY.
BB 130" W. R.	\$ 995
1½-TON CHASSIS:	
CB 140" W. R.	\$1,280
CB 150" W. R.	\$1,330
CB 160" W. R.	\$1,345
CB 170" W. R.	\$1,395
PASSENGER BUS CHASSIS:	
VB 150" W. R.	\$1,900



A Body for Every Line of Business

THE DRAGON MOTOR CAR CO.,
LIMITED
33 WONG NEI CHUNG ROAD HAPPI VALLEY

THURSDAY'S CATHEDRAL WEDDING.



This group was taken at the wedding of Mr. E. M. Hanlon and Miss F. D. Dodwell at St. John's Cathedral on Thursday. (Photo: Mee Cheung).

EMOTIONAL PEOPLE.

ARE MEN MORE AFFECTED?

The old question of whether men or women are more intelligent is giving way to the question of whether men or women are more emotional.

The development of laboratory methods of measuring intelligence, enabled the psychologists to demonstrate that in general there is no difference between men, taken as a class, and women as a class.

The idea that women were more emotional than men has persisted. And now psychologists are turning their attention to this subject.

Dr. Donald A. Laird and Dr. Thomas McClumpha of the Psychological Laboratory of Colgate University, have undertaken a study of the alleged differences of emotion between sexes.

These two investigators conducted tests with 600 college men and 400 college women.

These tests revealed greater emotional instability among the women than among the men.

But despite the results of the tests, these two investigators are unwilling to believe the matter as settled and come forward themselves with valid objections to any general opinion based on their own tests.

First of all, they call attention to the fact that their tests dealt entirely with college people and they raise the question whether it might not be a fact that the women who are most likely to go to college are the ones who are the most emotional, or to use the investigators' language, possess the greatest emotional instability.

This is a fact that can be settled only by comparative tests between college and non-college women.

A second question raised by the investigators is whether an emotional difference between men and women may not be entirely the result of training and in no way an inherent difference. They call attention to the fact that almost from birth, the training of a girl differs from that given a boy.

Drs. Laird and McClumpha have also set about investigating insane asylum figures as a means of comparing emotional stability which is so extreme as to result in insanity.

They find that in general the ratio of asylum inmates in comparison to population, is higher for men than women.

However, when allowance is made for men whose insanity can be traced directly to physical forces such as accident, shock or social diseases, the ratio becomes slightly higher for women.

This would tend to support the results of the tests with college students.

Copies of Indian paintings are giving visitors to the British Museum an opportunity of appreciating some noble relics of Buddhist art. The originals, in a sort of fresco, are in the caves or rock temples of Bagh, in Gwalior State, and these copies were made by native artists to the order of the late Maharajah Scindia of Gwalior, at the suggestion of Colonel Luard. They have been sent over by the Gwalior States for reproduction in England by the India Society, which will issue a special work on the subject in the near future and by permission of the late Maharajah, they are being exhibited at the British Museum.

Four months after her arrival in Canada, Mrs. W. N. Smith, living near Milner, British Columbia, won prizes for her butter, cream and cheese at the local fall fair. Mrs. Smith, with her husband and six children, came from Glamorganshire, Wales, under the British Family Farm Settlement scheme in May last. Her prizes included: First for fresh butter; first for fancy butter; first for cream cheese and second for potted cream.

TRIBUTES.



Some of the wreaths laid at the base of the statue of the late Queen Alexandra in Statue Square on the day of Her Majesty's funeral.

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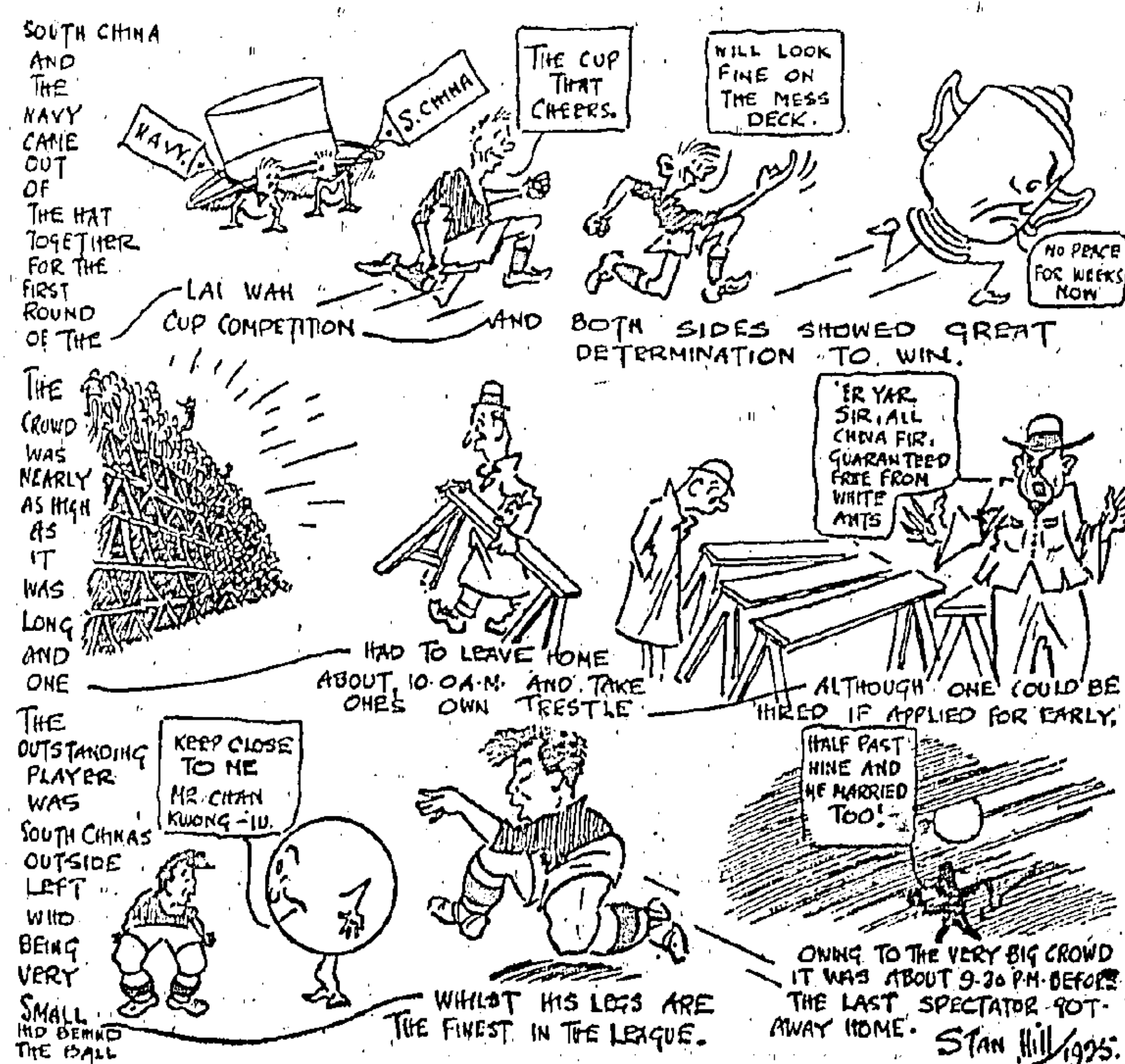
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By the Rev. G. R. Lindsay, M. A.

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The idea of righteousness was apprehended but slowly. Knowledge grew through progressive revelation; but throughout, loyalty or disloyalty to righteousness is the one interest of this Book. The Bible stands for the supremacy of character, and the world is coming to understand that for this very reason it is the most necessary Book of all literature. This Word is a lamp to the feet of man and a guide to their path. It holds within it the secret of universal peace, national greatness and personal goodness.

But the Bible is also a Book of revelation. The Old Testament shows the progressive revelation of God. The New Testament gives the perfect consummation in Jesus Christ. After the dim light of prophecy and type, breaks at last upon the scene the Light of the World when God sent forth His Son. Him we have the very Word of God. It is upon Jesus Christ that the whole Bible turns. The Old Testament shows us the way, preparing by which, swift messengers tell of His coming. The New Testament lifts the veil and says: "Behold the Man!" The Bible is of value only as it brings us into union with Him.

These sacred writings also reveal men. "This Book knows me," said a Chinese scholar. It is the mirror which reveals man to himself; reveals the depth to which he can sink in the mire of clay of Devil worship and dollar worship. But it reveals also the heights of redeemed manhood to which he may rise.

"Wherewithal shall a young man cleanse his way, but by taking heed according to Thy Word?"



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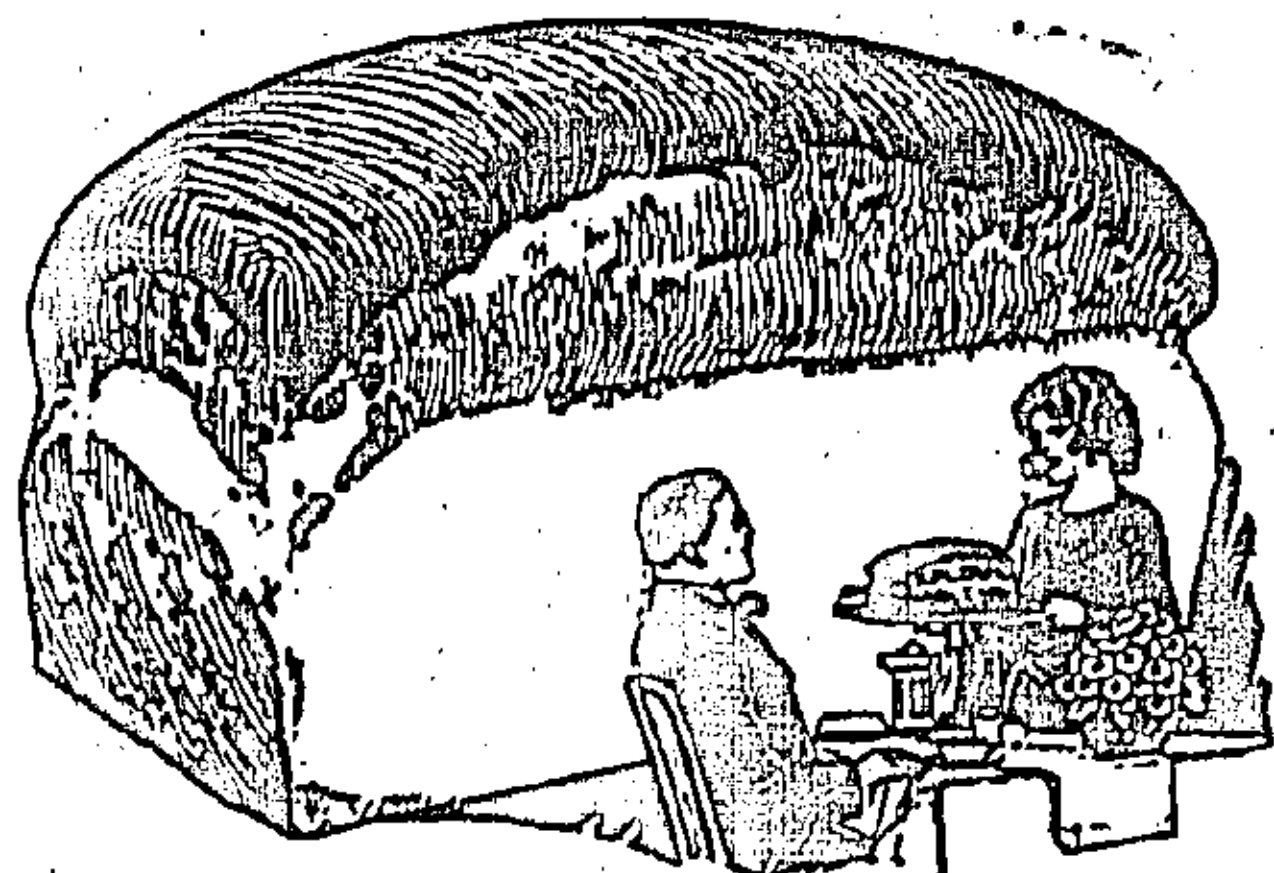
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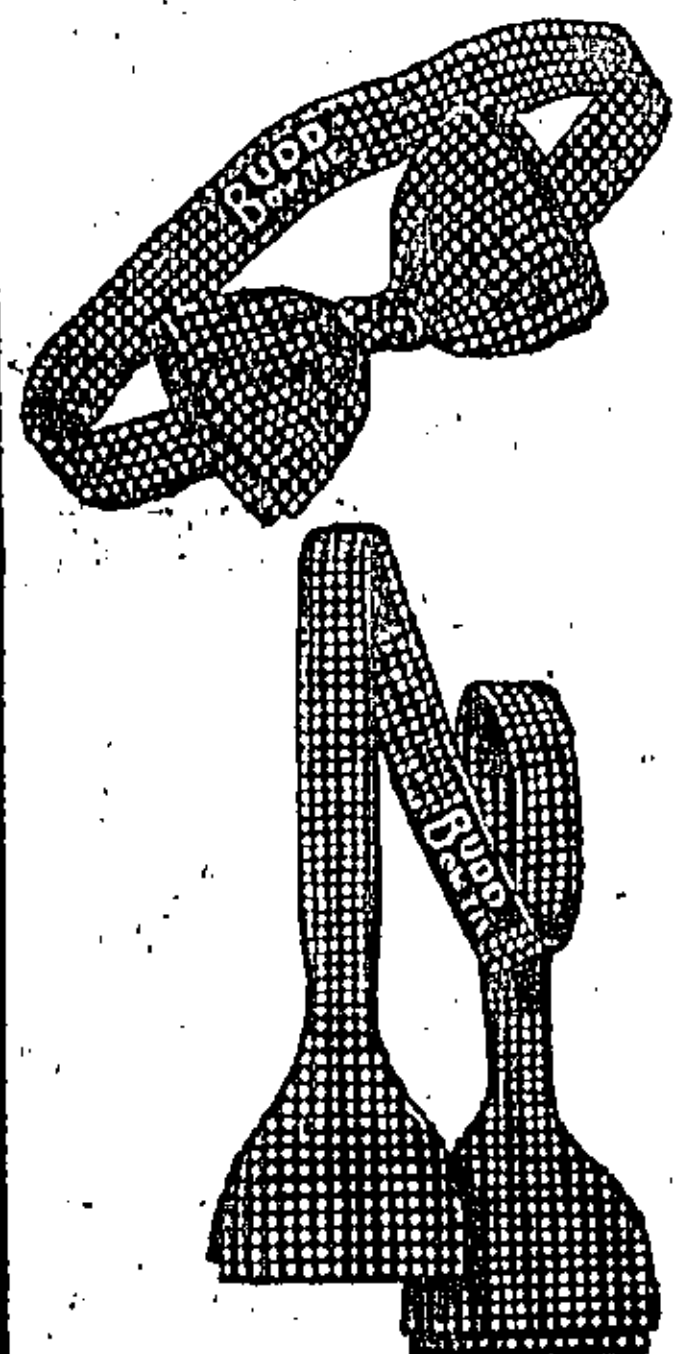
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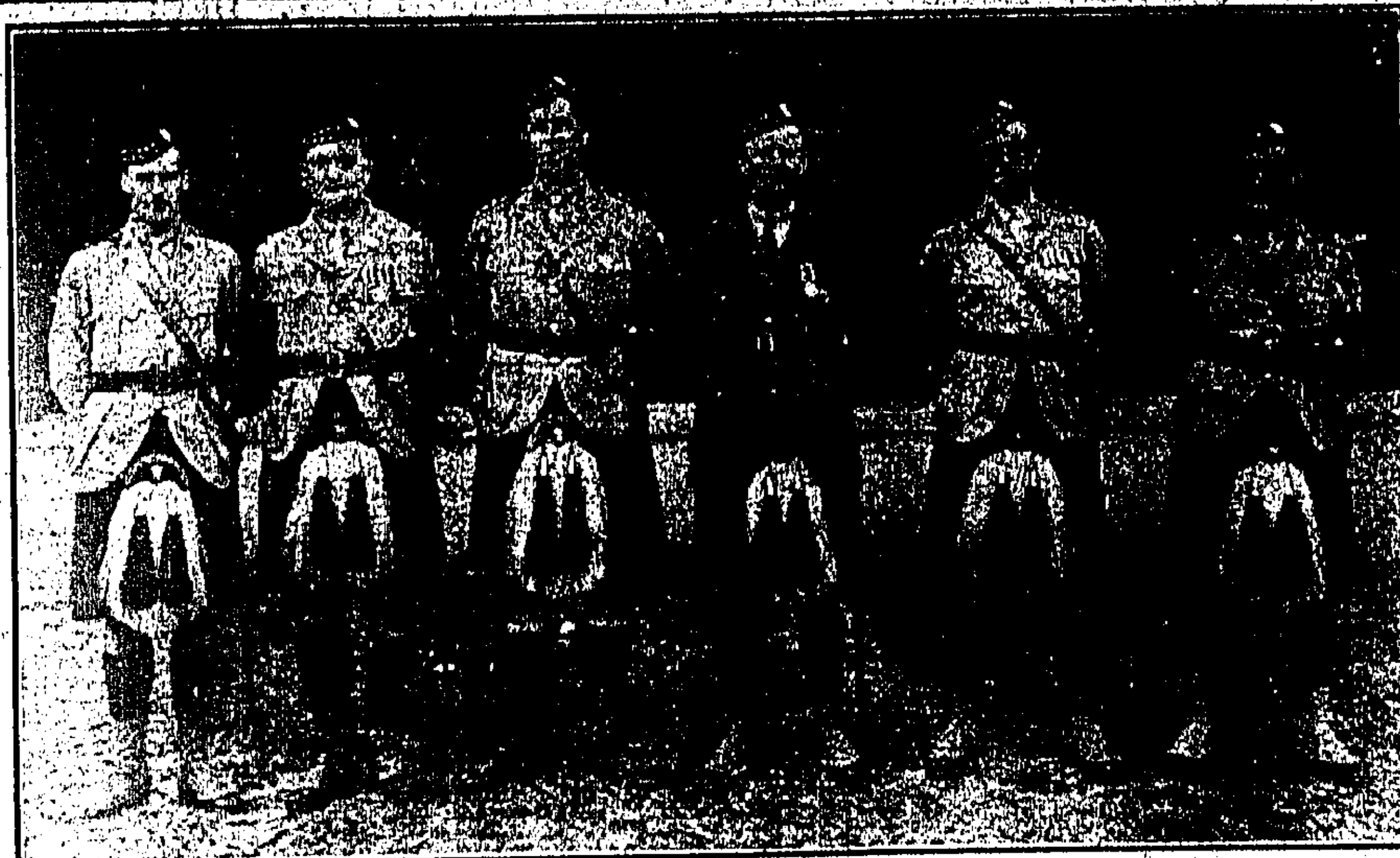
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Officers of the Scottish Co. of the Hongkong Volunteer Defence Corps, photographed after the church parade last Sunday. Left to right: Lieut. Mackenzie, Lieut. Adams, Capt. J. B. Ross (officer commanding), Major G. D. R. Black (President of St. Andrew's Society), Lieut. Logan, M. C., and Lieut. Morrison. (Photo: Ming Yuen).



Students of Aberdeen University being pulled through the streets on a motor-car on the occasion of the rectorial address by Viscount Cecil. This was one of the many "ragging" incidents.



"Masked Marvel," the winner of the Cambridgeshire Stakes, being led in. The owner (Mr. Macomber) is an American, the jockey (McLachlan, jr.) Australian, the trainer (S. Darling) English and the horse French.



The Prince of Wales is here seen (seated in wicker chair) as one of the characters in the farce, "The Bathroom Door," aboard H. M. S. Repulse on his homeward voyage.



Picture shows students' "rag" on the terrace of Glasgow University on the occasion of the election of Mr. (now Sir) Austen Chamberlain as Lord Rector. Eggs, fruit, flour and soap were used as ammunition.



A snapshot taken at the Tai Koo Recreation Club's lawn bowls "at home" on Saturday. (Photo: Mee Cheung).



The "sweet girl graduate" has changed since Tennyson sang of her, as this picture of a "rag" which marked the election of the Lord Rector of Glasgow University shows.

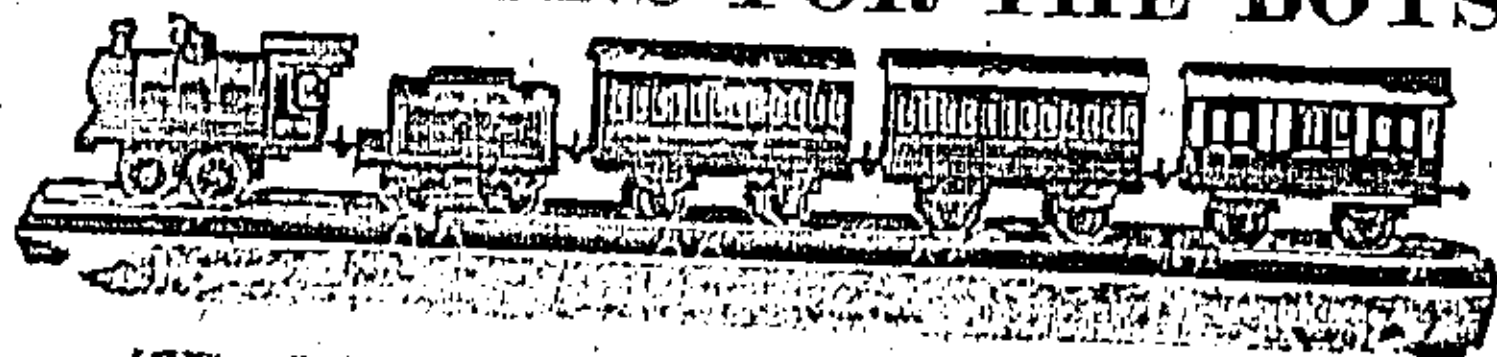


The first torpedo-carrying seaplane to be built in England is seen at Brough, near Hull, discharging a 30-cwt. torpedo.

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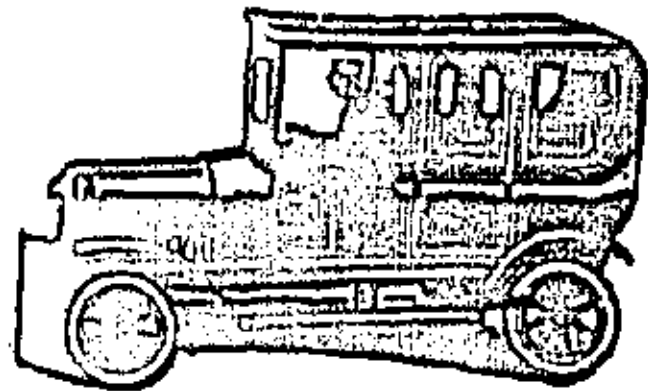
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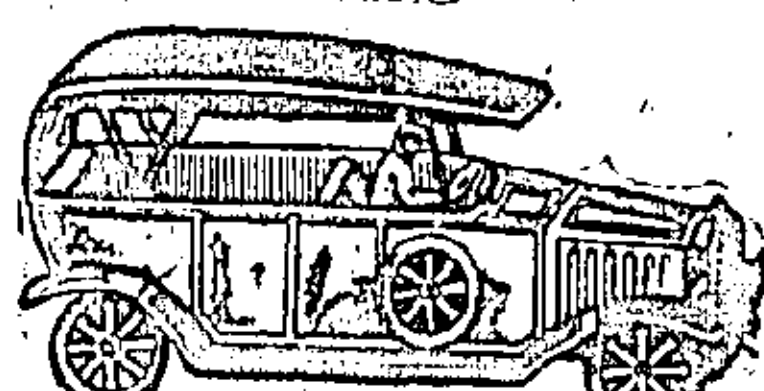
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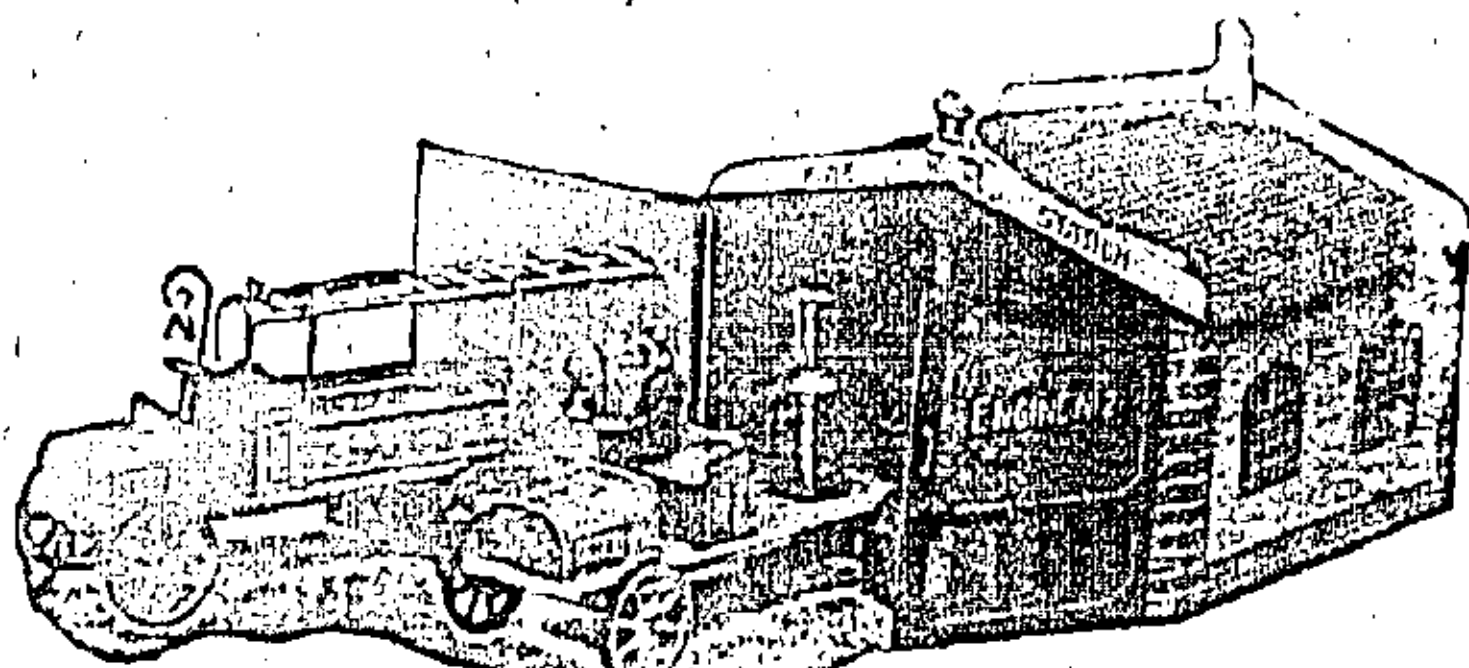
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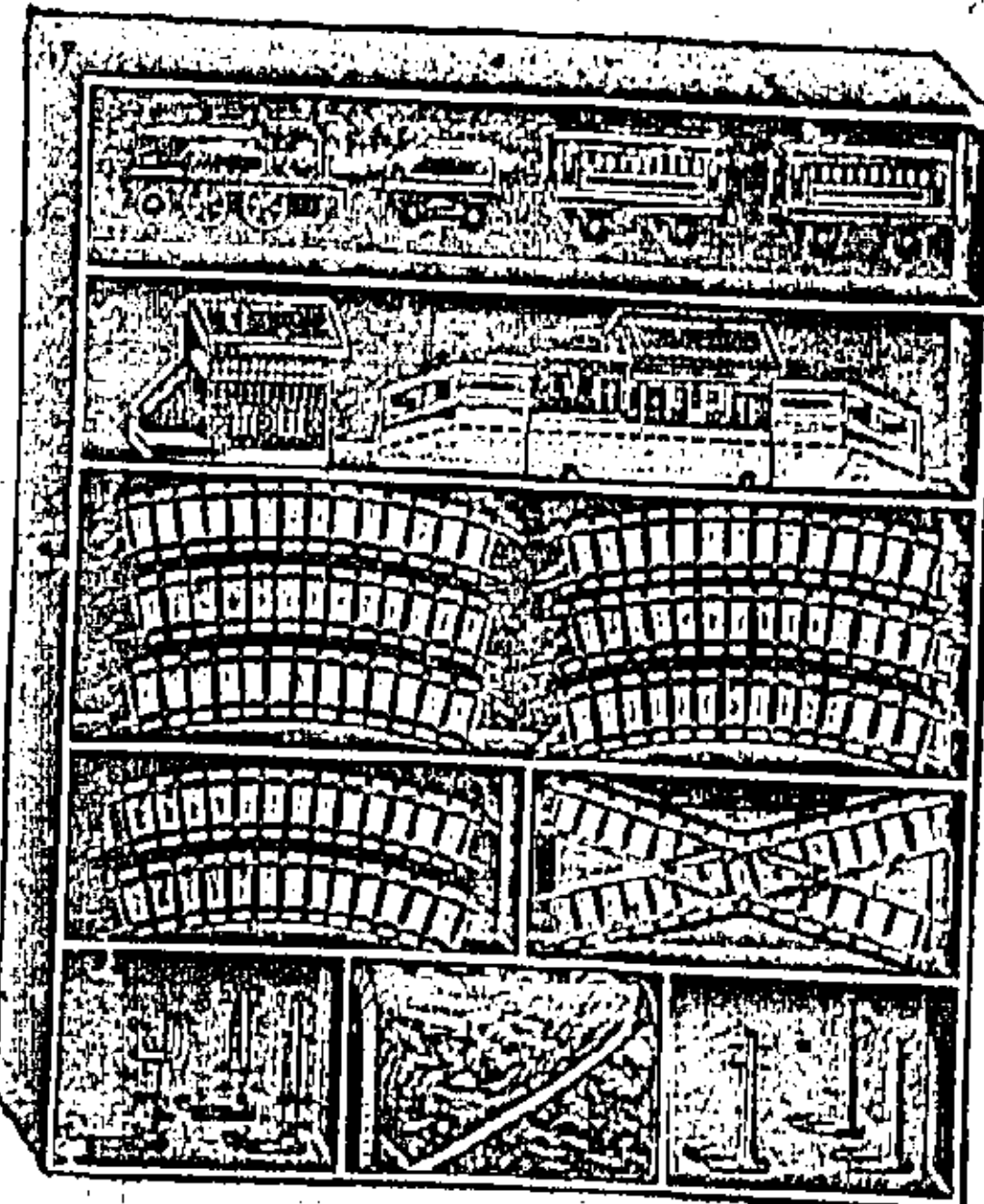
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EUROPE'S "DRY" NATION.

Norway's War Measure Discussed.

Whilst Europe is watching the effects of prohibition in the United States, it seems hardly conscious of the fact that a similar measure is in operation in a country in its own midst. That country is Norway, and its "dryness" was a product of the war, when it was considered advisable to pass what was then intended to be a temporary statute against alcohol.

The motives were to promote economy, discourage luxury, and to preserve food supplies normally used in the distillation of spirits.

There already existed a small, though very active, prohibitionist party, who seized the opportunity afforded by the war measure, and concentrated their efforts on converting it into a permanent law. In 1919, mainly as a result of their propaganda, the question was made the subject of a national referendum. About 66 p.c. of the voting population went to the poll which produced a considerable majority for prohibition. Two years later Parliament gave legislative effect to this decision.

To the results, as so far witnessed, Mr. G. Cathorne Hardy devotes a very interesting chapter of his volume, "Norway," just published in the admirable "Modern World" series (Bonn, 15s.).

That Norway became "dry" was as surprising as some of the results of that "dryness," because from the earliest times down to, at most, sixty years ago, the Norwegians had the reputation of being hard drinkers. Mr. Hardy points out that under the union with Denmark Norwegians shared with Danes the reputation to which Shakespeare alludes in "Hamlet":—

This heavy-headed revel, east and west.

Makes us traduced and taxed of other nations:

They clepe us drunkards, and with swinish phrase

Soil our addition.

Obviously Mr. Hardy is not in sympathy with impelling totalism by legislation, for he criticises the value of a referendum on the question, and adds "The force of public opinion is a far more powerful sanction for a law than the fear of punishment, and where a man's neighbours are inclined to approve disobedience to such a measure, the law tends to fall into contempt. Such has certainly been the case in Norway."

SOME STRIKING FACTS.

Whatever his personal view, however, Mr. Hardy produces some striking facts in support of his inferred conclusion that prohibition in Norway is not a success. Here, for instance, are the statistics for drunkenness since 1921, when the prohibition law was made permanent:—

1921	35,528 cases
1922	44,685 "
1923	49,019 "

As a surer test of the efficacy of prohibition Mr. Hardy takes the figures relating to smuggled liquor. The stock-in-trade of the smuggler is what he calls "a villainous alcohol" known as "spirit." The quantity of this confiscated in 1923 amounted to some 400,000 litres of 100 per cent. alcohol. It is assumed, too, that only a comparatively small proportion of smuggled liquor falls into the hands of the authorities, and deduction is drawn that the quantity introduced into the country, and presumably, consumed there, cannot have fallen far short of the equivalent of 4,000,000 bottles of ordinary 50 per cent. spirit, "and was not improbably much more."

Amongst other indictments brought against the measure are murders and other crimes of violence caused by the fiery smuggled poison, the undermining of the health of the community by recourse to "spirit" and even more injurious substitutes, whilst "large sections of enlightened public opinion are openly ranged on the side of the law-breakers."

Against this evidence, however, remains the fact that a proposal to repeal the law, made in 1924, led to the fall of the Ministry, so that prohibition remains in force. Altogether the news from Norway seems as bewildering to the observer as the equally conflicting "evidence" from the other side of the Atlantic.—D. C. *Economic Bulletin.*

CLAIRVOYANCY IN GERMANY.

Herr Droost and His Mediums.

A village schoolmaster of Bernburg, in Saxony, denounced by jealous neighbours as a "fortune-teller," has succeeded in agitating all the occultist circles of Germany. His claims to set a normal person in a state of clairvoyancy have been upheld by a court of law. This totally obscure teacher, Droost by name, was interested in hypnotism as a hobby. The many thefts that occurred in his own neighbourhood, as in every other place in Germany, during the paper inflation period, caused him to ask one of the mediums with whom he experimented a question connected with the occurrence. The reply was so correct in its details that Herr Droost was overrun by neighbours who were eager to know the whereabouts of their lost property. Unfortunately, the hypnotiser accepted the proffered present of butter, bacon, or whatnot from grateful inquirers, and any practice of what is known generically as "fortunetelling" by any means whatsoever is severely punished in Germany.

The astonishing stories told in the court of what this man had accomplished with his mediums, girls and lads from the countryside, convinced the court that in future the possibility of suggesting the state of clairvoyancy to a normal person, who will in that state relate things that occurred days, and even weeks, ago, in an unknown town, must be accepted as proven.

CHINESE SOAP.

The Industry in Nanking.

Before the introduction of imported soap into the city, the Nanking public was served exclusively by a class of native soap manufacturers who made soap from the pods of the soap tree which grows abundantly in certain parts of China. The dried soap tree pods are first steeped in water for about two hours and then beaten into a pulpy mass removing the seeds and fibres. The pulpy mass is then pressed into cakes and sold as soap. In spite of the primitiveness of this method, Nanking soap manufacturers can turn out not only the ordinary washing soap but also toilet soap of the scented variety. Every picul of soap tree pods yields 80 catties of the pulpy mass from which the soap is made.

Nanking soap manufacturers obtain soap tree pods from Hupeh, Huan and also the neighbouring districts in Kiangsu province. Hupeh and Huan products are far better than those in Kiangsu. Market quotations fluctuate rather frequently according to the conditions of the yearly crops. The price for soap tree pods in Nanking this spring was \$3.10—\$3.20 a picul. The figure has dropped to \$2.10—\$2.20, in view of the good crops this year.

Notwithstanding the competition of the modern soap factories, these primitive manufacturers in Nanking can still hold their own ground, their chief advantage lying in the cheapness of the article and the comparatively high profits.

Nanking native made soap is sold by the catty. A catty of common washing soap fetches ten cents, small money, and a catty of scented toilet soap commands 20 cents. Each hand employed in a native soap factory can turn out an average daily output of 40 catties of common washing soap or 20 catties of scented toilet soap. In making every 80 catties of scented soap, from \$0.80 to \$0.90, worth of flower essence is required. The daily wages for each operative is about \$0.40, and the daily output averages about one picul, which yields a daily net profit of about \$5—\$6.

The Nanking manufacturers of native soap are not confined exclusively to this trade but are engaged also in the selling of cosmetics and other kinds of toilet articles for ladies. In former times, they regarded soap manufacturing only as a side line but at present a number of the manufacturers make soap-manufacturing their principal business because they can make higher profits now, owing to the cheapness of the raw material, the soap tree pods. There are about 15 manufacturers of native soap in Nanking.—*Chinese Economic Bulletin.*



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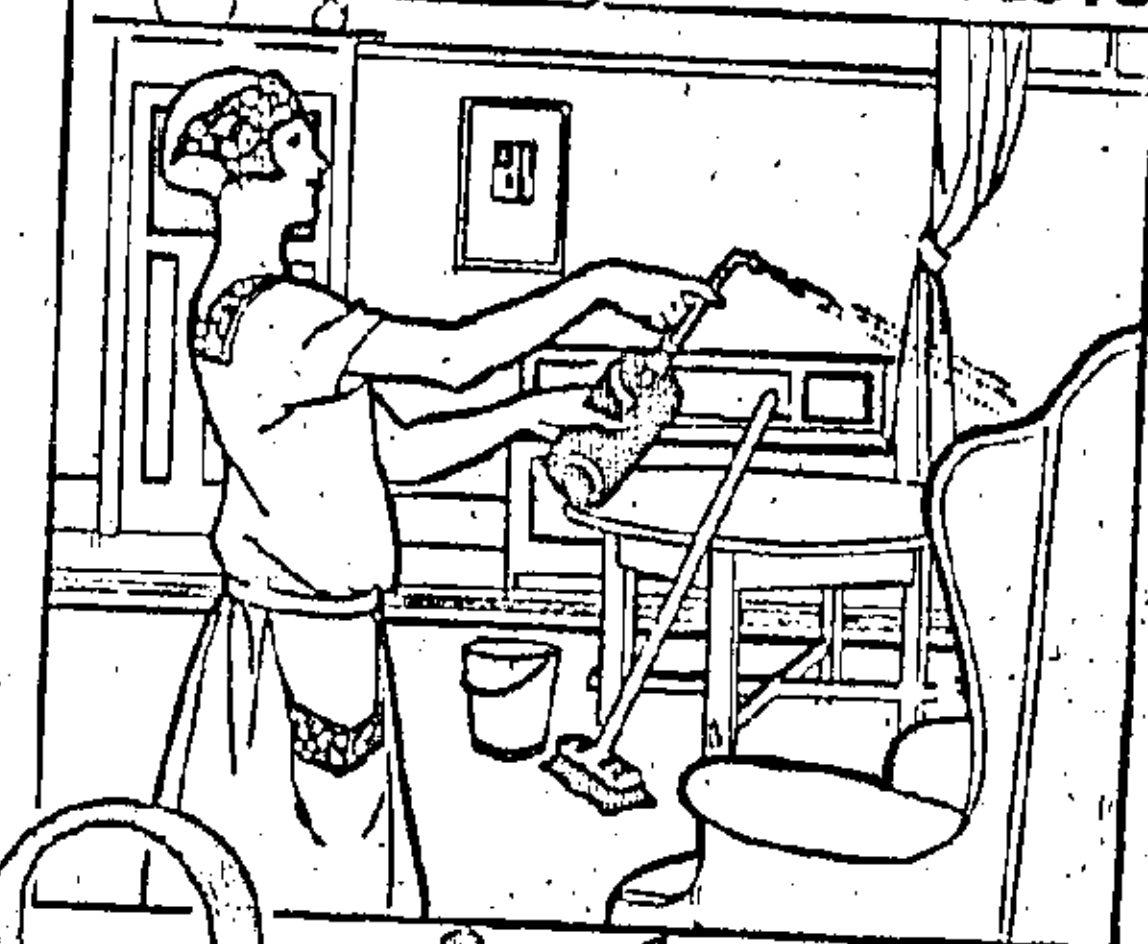
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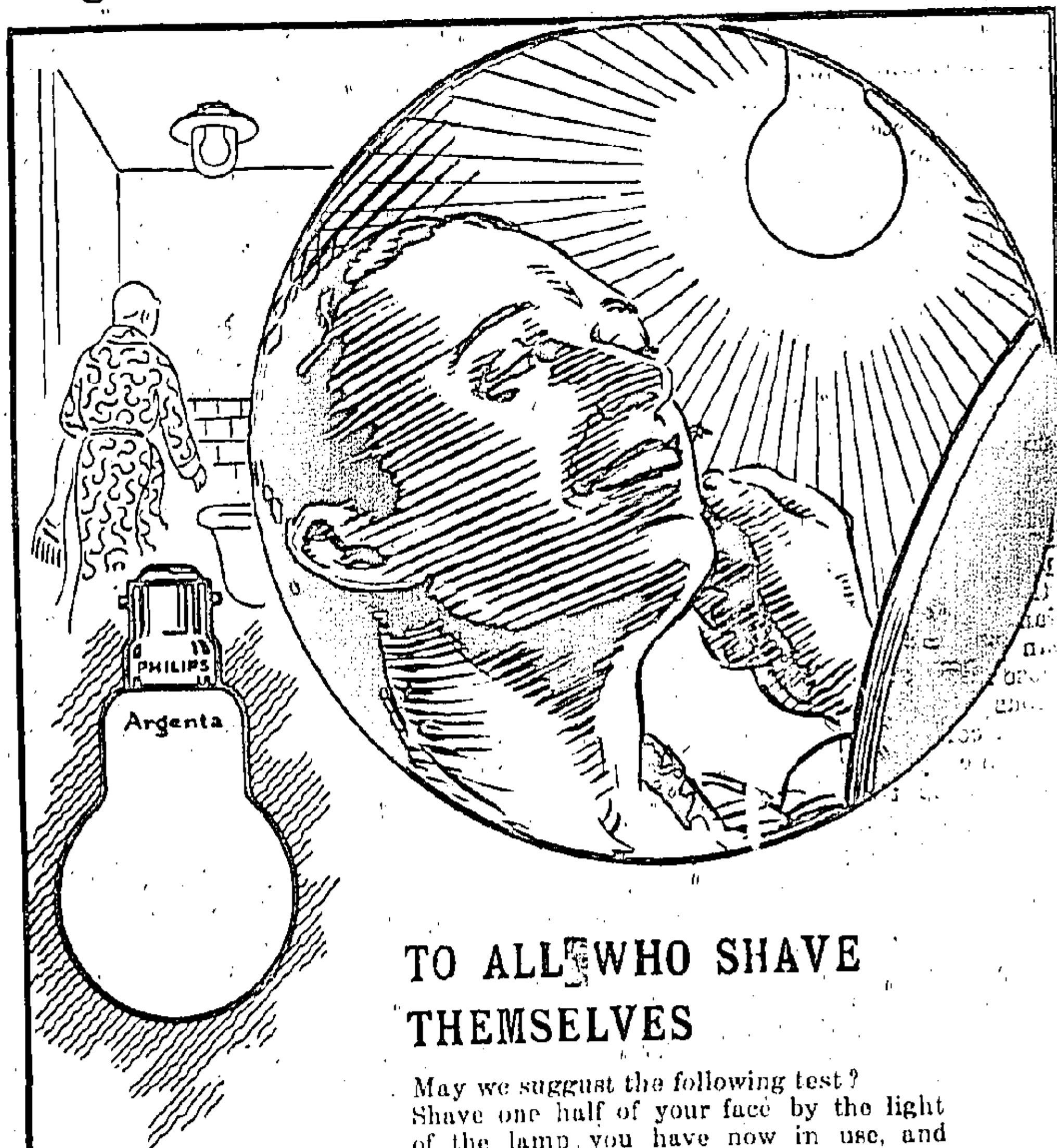
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THE NEW BIOLOGY.

Watching An Egg Hatching.

Biologists look forward to a process developed at the University of Leyden, Holland, to throw much light upon our knowledge of the growth of living creatures.

For the first time in history, the development of an embryo of a warm blooded animal can be watched and studied continuously.

Dr. J. P. M. Vogelaar and Dr. J. B. Van den Booger of the University of Leyden have worked out a method by which the shell can be removed from the egg of a chicken and the egg kept developing in an incubator.

Up until the present, biologists have been forced to place a large number of eggs in an incubator and then open them one at a time at intervals.

While this enabled the biologist to obtain embryos at all stages of development, it made it impossible to compare different stages in the same embryo.

This new method makes such a comparison possible.

SECRETS OF PEERAGE.

Archbishop Who Eloped.

Half the peers of England whose titles are more than two hundred years old have marriage skeletons hidden in the cupboards of their ancestral homes, according to Mr. Arthur S. May, Surrogate in Doctors' Commons, who publishes a collection of tales of real life marriage dramas under the title of "Marriage à la Mode" (John Castle, 15s.).

His book is entirely historical. It begins with the story of marriages celebrated in the neighbourhood of the famous Fleet Prison. It touches lightly on the romance of Gretna, May Fair, and the Savoy, where hundreds of people went through a form of marriage only to find subsequently that it was illegal, and that their children were illegitimate, and ends with full details of some of the marriages of people whose names figure continually in the history of England.

Mention is made of Lords Anandale, Abergavenny, Mayo, and Banff, brother of a Lord Chancellor, and of Henry Fox, founder of the Holland family, as having been married in the Fleet. Beau Brummell, according to Mr. May, met his fate, and Lord Robert Montagu married Mrs. Harriet Dunch, of Whitehall, there, where "Joshua Lilly, At the Hand and Pen, next door to the china shop, was ready to wait on any person in town or country."

The "Hand and Pen" needless to add, was an inn. It gained such a reputation as a marrying house that three of its rivals pirated the name in a district where every house had its particular tout searching for people who wished to be married, and hung out the sign, "Marriages performed here."

FLEET WEDDINGS.
"The Fleet Parson," says Mr. May "typifies the degradation of the eighteenth century. The rules were contemptuously disregarded. The Fleet Parson was not the person to trouble himself about unnecessary details."

The celebration of marriages outside canonical hours and contrary to the custom was not confined to the Fleet. Mr. May mentions Dr. Alexander Keith, who performed such ceremonies at the Chapel of May Fair "for a consideration," and Dr. John Wilkinson, minister of the Savoy, who boldly advertised "marriages performed with the utmost privacy, secrecy, decency, and regularity. There are five private ways by land to this chapel and two by water." He was eventually convicted and sentenced to deportation.

Mr. May mentions an Archbishop of Canterbury, three Lord Chancellors, and a Lord Privy Seal who eloped to Gretna and were married there.

The romance of a woman, her daughter, and granddaughter, who all ran away with to Gretna is also told by Mr. May.

The woman was the daughter of Mr. Child, the banker. She ran away with the Earl of Westmorland, only to be left out of her father's will in favour of her daughter. The daughter retaliated on her grandfather by running away with the Earl of Jersey, and the family tradition was maintained by their daughter, Lady Adela Villiers.

ROMAN DISCOVERIES.

Important Results At York.

So valuable have been the results of the three weeks' excavations for Roman remains at York that the work is being continued for a further fortnight, says a Home paper of mail week.

With the object of obtaining evidence of the defensive system of the Roman fortress, the excavators have dug deep into the post Roman bank on the rampart south-east of Monk Bar, and they have made discoveries which, so far as the Legionary fortress, at all events, is concerned, are unequalled in this country or elsewhere. In a trench about 21 ft. deep, the fortress wall has been revealed from its footing on a foundation of cobble stones to a height of 15 ft., with the Roman rampart wall still in its place and a portion of the parapet above.

Valuable finds of pottery have helped to date the wall and an adjoining curve tower, now being gradually uncovered, as belonging to the end of the second century—probably, the excavators think, they are reconstructions following a disaster in Northern Britain about 181 A.D.

The discoveries do not end here, for the wall has been found to rest on a clay bank, obviously artificial and of earlier date than the wall. Behind this clay bank has been found a second rampart wall of earlier date, under which was a surprisingly large collection of pottery of the period of Vespasian (70-79 A.D.), in marked contrast to the pottery of later date in the debris under the rampart wall of the stone wall. On top of the clay rampart, which is ascribed to the time of Agricola (79 A.D.), there is evidence of a palisade, a post hole having been discovered, with packing and a little piece of the original post itself.

There are now four stages of the Roman occupation represented at York by the clay rampart, the two stone walls, and the remains of the late third or early fourth century wall in the Museum Gardens, facing the River Ouse.

GAME REFUGE.

Big Mississippi Project.

Plans for the establishment of a sanctuary for animal life on the upper Mississippi River are beginning to materialize. The movement started some years ago under the auspices of the Isaac Walton League of America.

In 1924 Congress passed an act making possible the purchase of land for the establishment of what was to be known as the Upper Mississippi River Wild Life and Fish Refuge.

And now President Coolidge has just issued an executive order withdrawing from settlement, entry or sale, all islands owned by the United States in the Mississippi River between Rock Island, Ill. and Wabasha, Minn.

In addition, headquarters have now been established at Winona, Minn., and officials of the U. S. Department of Agriculture are beginning the work of purchasing land on both sides of the river between Rock Island and Wabasha. This is a stretch of about 300 miles.

The Bureau of Biological Survey of the Agriculture Department is to administer the new refuge. Officials of this bureau are enthusiastic over the plans for it.

They point out that the refuge will serve a double purpose. It will not only conserve the wild life within it, but it will also provide a much-needed safe resting and feeding place for the migratory birds which cross the continent each year.

Wild birds, game animals, fur-bearing animals, trees, wild flowers and plants, fish, mussels and other aquatic life, will all be conserved as a refuge.

This is highly desirable because the expansion of population in the United States is rapidly and relentlessly leading to the complete extermination of wild life. Only such movements as this one, backed by the United States government, can save parts of the once-abundant wild life of the country for future generations.

Naturalists call the Mississippi valley the great American highway of the migratory birds. Many of their feeding and resting places are at present in the region which is to be set aside as the refuge.

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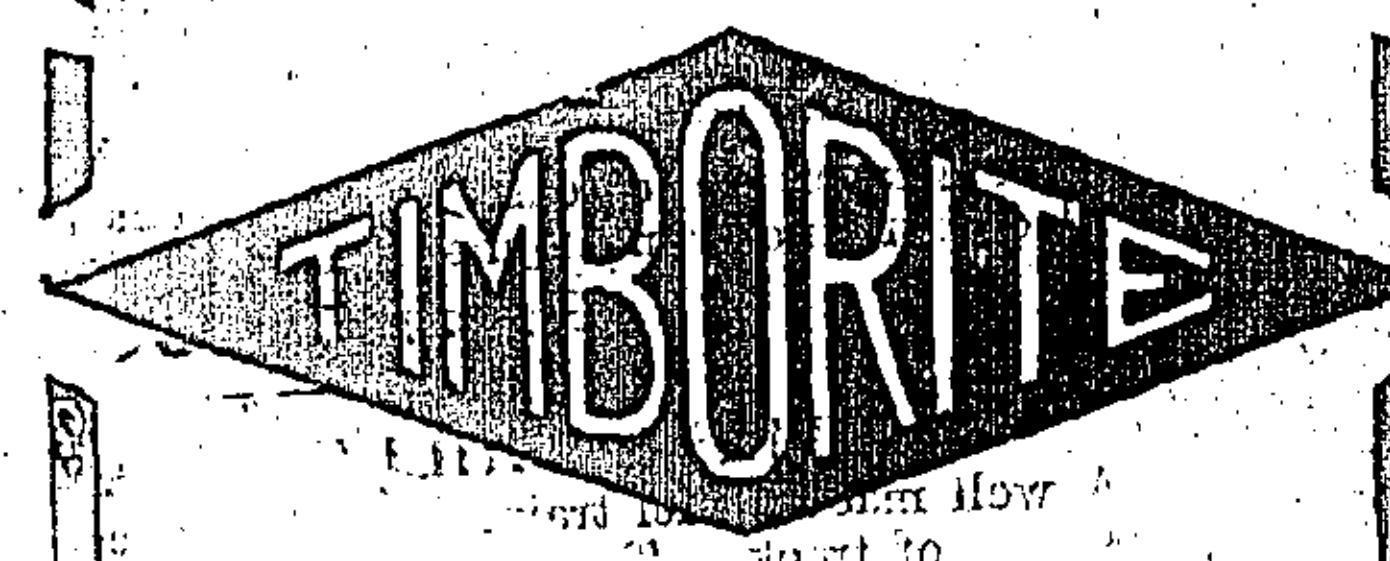
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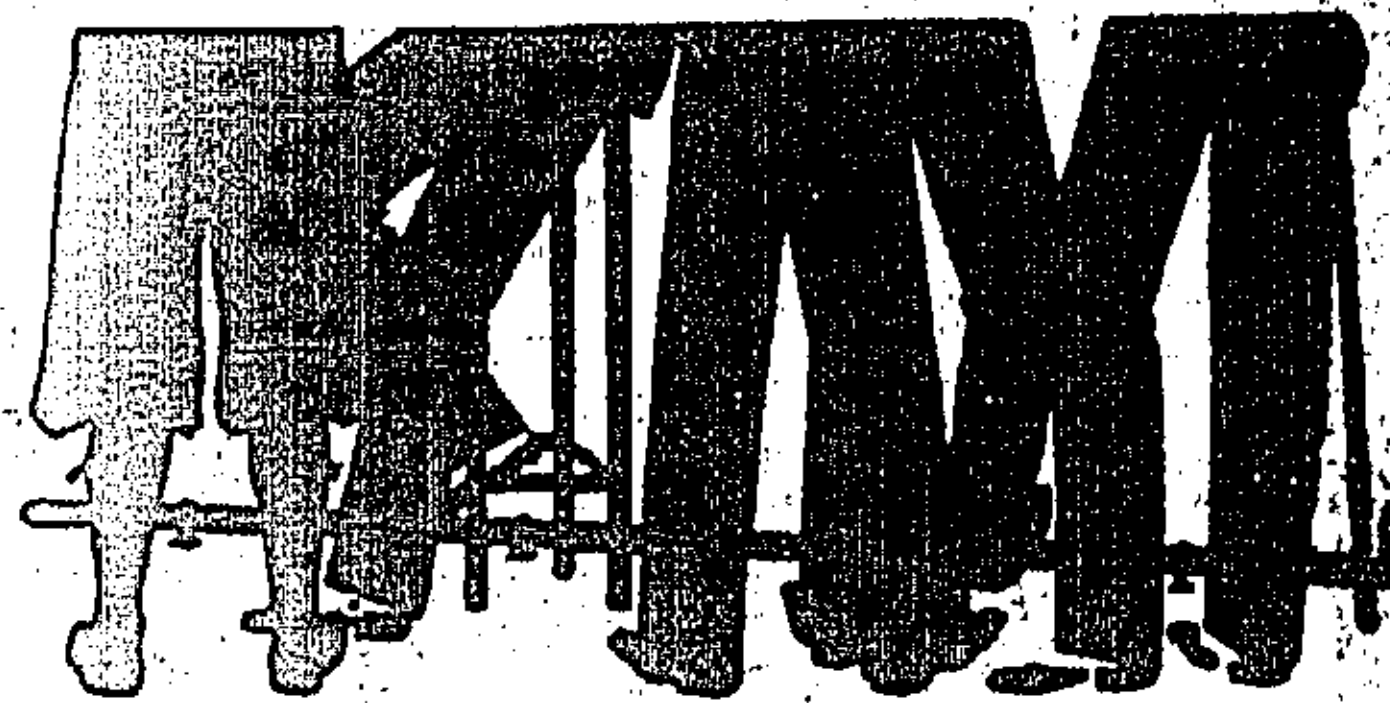
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Five Sandy Macs please

It was yesterday . . .

'Scotch,' said the Taciturn One.

'A small Scotch with just a suspicion of Soda Water,' beamed the Expansive One.

'Double Scotch,' barked the Colonel.

'Jolly old Scotch!' cried the Smart Young Man.

'Er—might I trouble you for a small Scotch, please,' murmured the Timorous One.

'A Sandy Mac,' said the Man Who Knew.

They heard. They watched. They marvelled.

To-day, five men called for . . .

**Sandy Macdonald
Scots Whisky**

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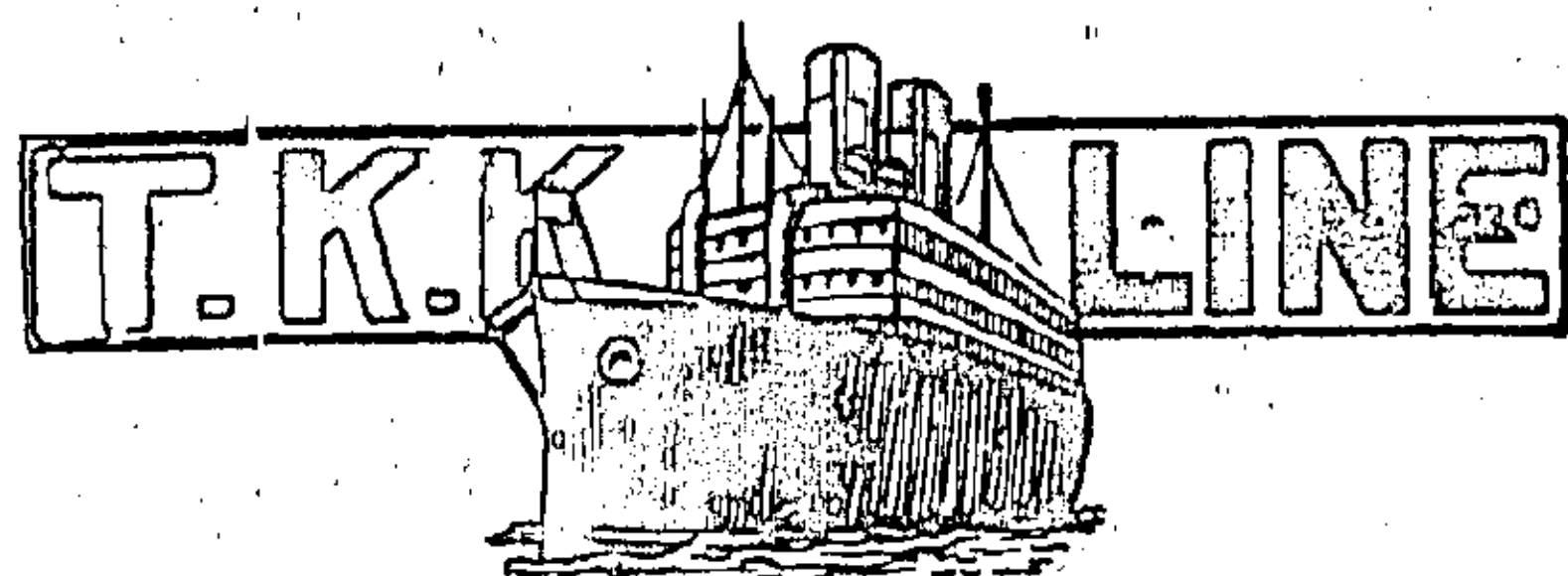
STEAMERS	Hongkong	Shanghai	Kobe	Yokohama	Vancouver
EMPRESS OF ASIA	Jan. 7	Jan. 10	Jan. 13	Jan. 16	Jan. 25
EMPRESS OF CANADA	Jan. 22	Jan. 25	Jan. 28	Jan. 30	Feb. 8
EMPRESS OF RUSSIA	Feb. 5	Feb. 8	Feb. 11	Feb. 13	Feb. 22
EMPRESS OF AUSTRALIA	Feb. 19	Feb. 22	Feb. 25	Feb. 27	Mar. 10
EMPRESS OF ASIA	Mar. 5	Mar. 8	Mar. 11	Mar. 13	Mar. 22
EMPRESS OF CANADA	Mar. 19	Mar. 22	Mar. 25	Mar. 27	Apr. 5
EMPRESS OF RUSSIA	Apr. 2	Apr. 5	Apr. 8	Apr. 10	Apr. 19
EMPRESS OF AUSTRALIA	Apr. 16	Apr. 19	Apr. 22	Apr. 24	May 5
EMPRESS OF ASIA	Apr. 30	May 3	May 6	May 8	May 17
EMPRESS OF CANADA	May 14	May 17	May 20	May 22	May 31
EMPRESS OF RUSSIA	May 28	May 31	Jun. 3	Jun. 5	Jun. 14
EMPRESS OF AUSTRALIA	Jun. 11	Jun. 14	Jun. 16	Jun. 19	Jun. 30
EMPRESS OF ASIA	Jun. 25	Jun. 27	Jun. 30	Jul. 3	Jul. 12

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai.)

HONGKONG—MANILA—HONGKONG—SERVICE

Leave Hongkong	Arrive Manila	Leave Manila	Arrive Hongkong
Dec. 19	Dec. 20	E/CANADA	Dec. 21
Jan. 1	Jan. 3	E/RUSSIA	Jan. 4

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Freight and Express: Tel. C. 42. Cables: "NAUTILUS."



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SHINYO MARU	"	February 9th.

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YAMATO MARU	"	February 20th.
YAMATO MARU	"	April 6th.
YAMATO MARU	"	May 4th.

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Honolulu GS215, San Francisco £290, Europe £105, 297, 295.
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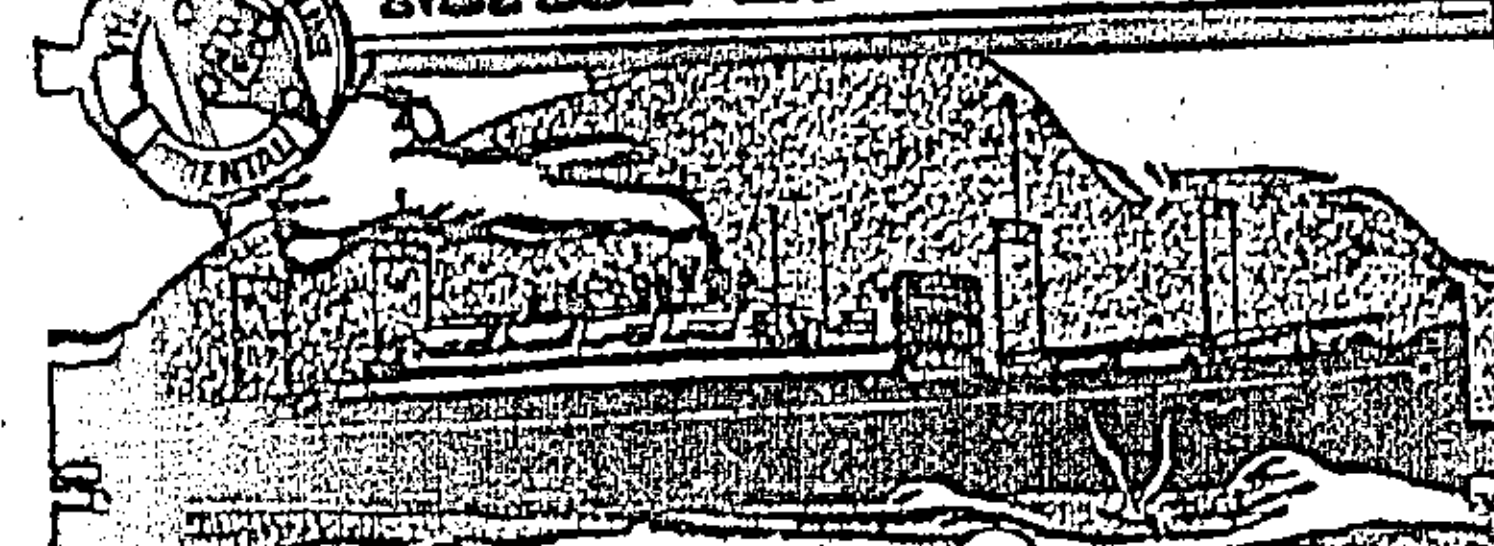
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S.S. "PRESIDENT MCKINLEY" ... December 23rd, 5.00 p.m.
S.S. "PRESIDENT JEFFERSON" ... January 4th, 5.00 p.m.

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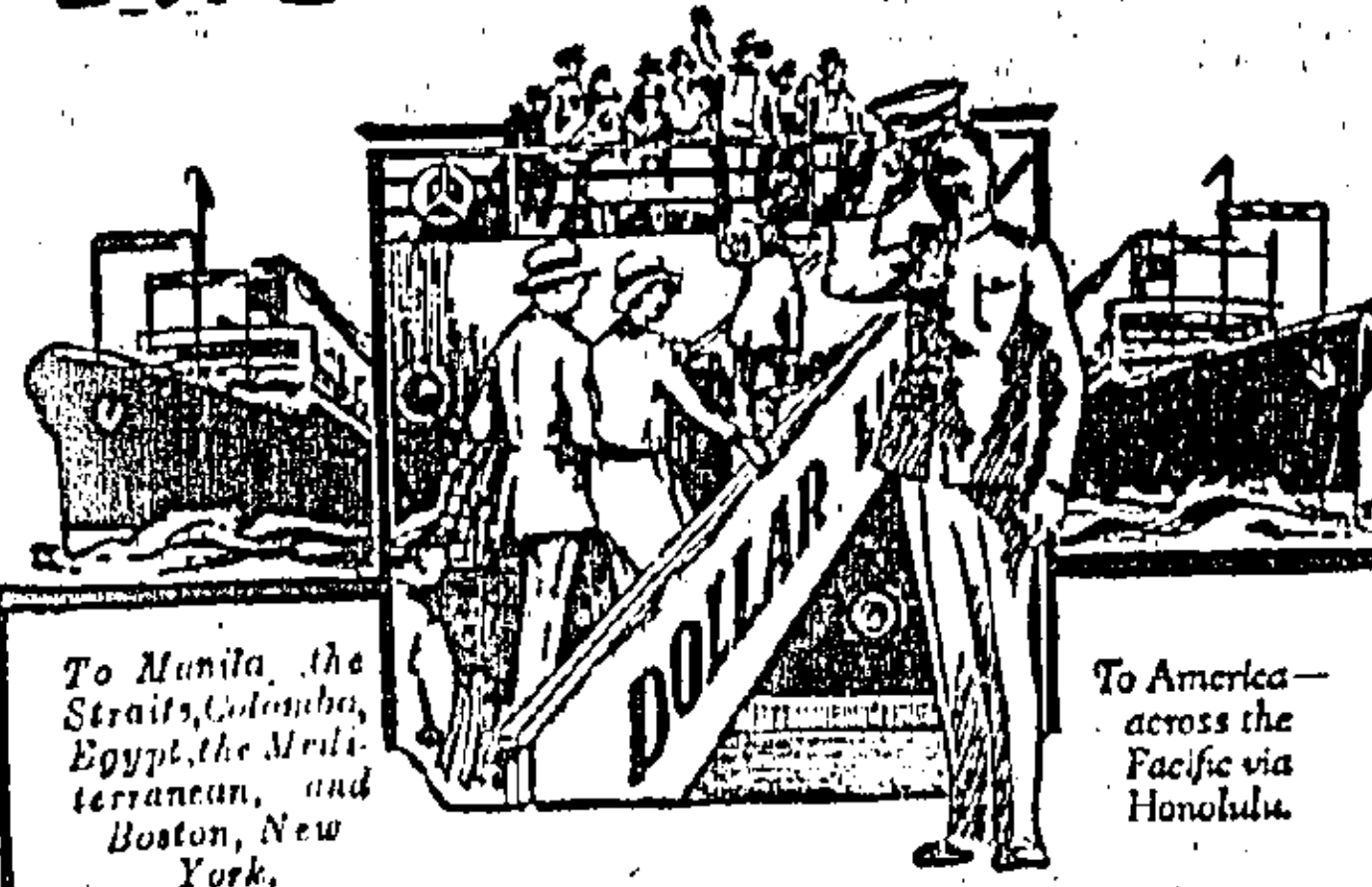
FOR MANILA
S.S. "PRESIDENT MCKINLEY" ... December 15th, 5.00 p.m.
S.S. "PRESIDENT JEFFERSON" ... December 27th, 5.00 p.m.
S.S. "PRESIDENT GRANT" ... January 8th, 5.00 p.m.

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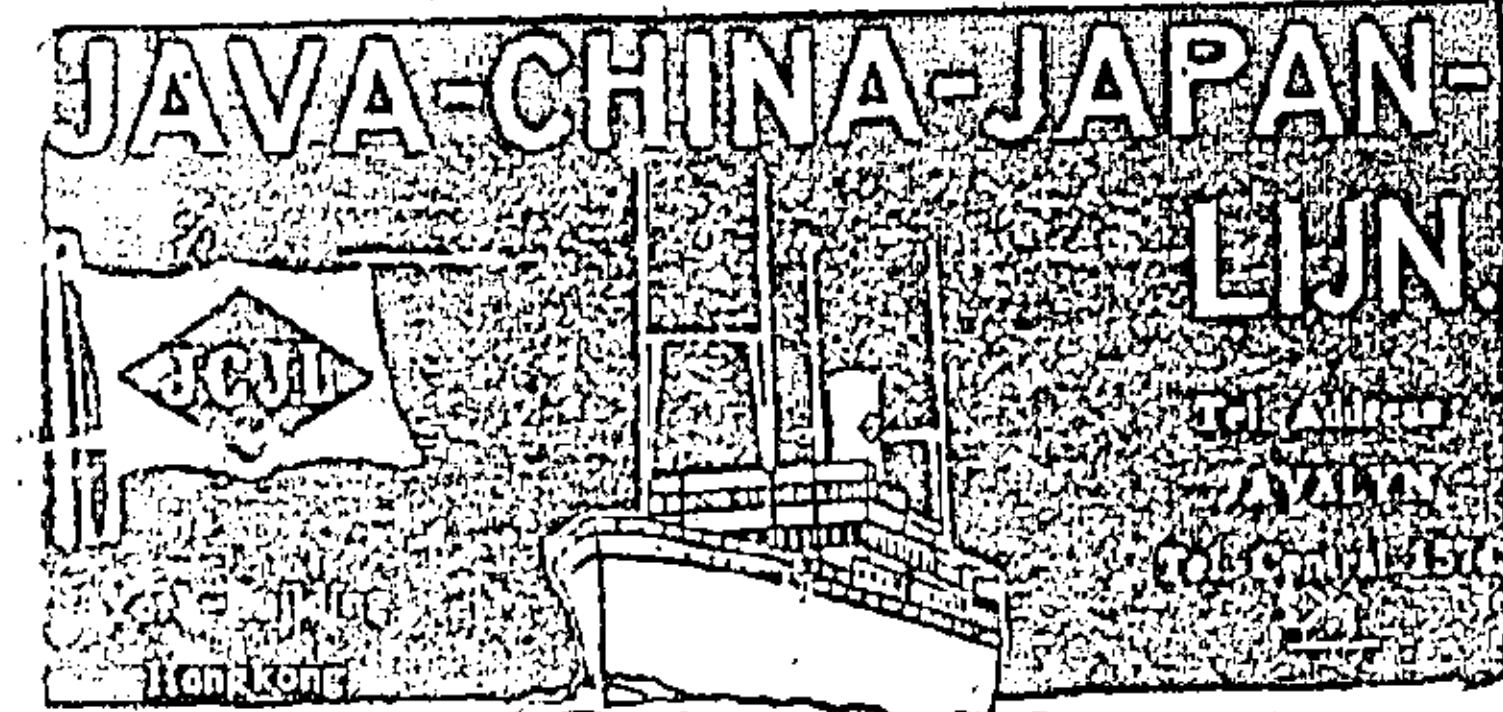
NEXT SAILINGS

EASTBOUND	WESTBOUND
PRESIDENT PIERCE Dec. 10, 6.00 p.m.	PRESIDENT HARRISON Dec. 8, 8.00 a.m.
PRESIDENT TAFT Dec. 5, 6.00 p.m.	PRESIDENT TAFT Dec. 11, 3.00 p.m.

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Steamers	From	Expected on or about	Will leave on or about	For
Tjikini	Shanghai	16th Dec.	11th Dec.	M'sar. & S'hai
Tjikondari	Batavia	13th Dec.	15th Dec.	Shanghai
Tjikodas	Java	14th Dec.	16th Dec.	Amoy & S'hai
Tjikembang	Shanghai	15th Dec.	17th Dec.	Batavia
Tjikiwong	Amoy	23rd Dec.	25th Dec.	M'sar. & S'hai
Tjikarong	Japan	24th Dec.	26th Dec.	Batavia
Tjikarang	Batavia	27th Dec.	29th Dec.	Shanghai
Tjikini	M'kear	28th Dec.	30th Dec.	Japan
Tjikiboet	M'kear	31st Dec.	2nd Jan.	Amoy & S'hai

†Via Macassar
*Via Batavia

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

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Arrivals From Europe.

S.S. OLDEKERK	15th Dec.
S.S. GEMMA	12th Jan.
S.S. ZOSMA	9th Feb.

Sailings for Genoa, Marseilles, R'dam, A'dam, Hamburg & Bremen.

S.S. WISERDYK	28th Dec.
S.S. OLDEKERK	23rd Jan.
S.S. GEMMA	20th Feb.

All steamers have a limited accommodation for passengers. For Freight, Passage and further particulars please apply to
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"PATROCLUS"	16th Dec.	Marseilles, London, R'dam & Glasgow.
"THESEUS"	20th Dec.	London, Rotterdam & Hamburg.
"ANTENOR"	13th Jan.	Marseilles, London, R'dam & Glasgow.
"DARDANUS"	26th Jan.	Marseilles, London, R'dam & H'burg.

LIVERPOOL SERVICE

"TITAN"	20th Dec.	Genoa, Marseilles, Havre, L'pool & Glasgow
"BELLEROPHON"	20th Jan.	Genoa, Marseilles, Havre, L'pool & Glasgow
"LAOMEDON"	1st Feb.	Genoa, Havre, Liverpool & Glasgow

PACIFIC SERVICE.

"ACHILLES"	14th Dec.	Victoria, Vancouver & Seattle.
"PROTEUS"	8th Jan.	Victoria, Vancouver & Seattle.

NEW YORK SERVICE

"EEMUN"	5th Dec.	Boston, New York & B'more via Suez
"CYCLOPS"	7th Jan.	Boston, New York & B'more via Suez

PASSENGER SERVICE.

"PATROCLUS"	16th Dec.	Singapore, Marseilles & London.
"ANTENOR"	13th Jan.	Singapore, Marseilles & London.
"BEOTOR"	3rd Mar.	Singapore, Marseilles & London.
"SARPEDON"	7th April.	Singapore, Marseilles & London.
"PATROCLUS"	5th May.	Singapore, Marseilles & London.

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KOWLOON C.C. DANCE.

SUCCESSFUL OPENING FUNCTION.

The first Kowloon Cricket Club dance of the season was held last night in the Roof Garden of the Hongkong Hotel. Like those arranged by the Club last winter the function was a great success and members and friends will look forward to the others of a similar nature which it is hoped to hold during the next few months.

Nearly 100 couples, occupied the floor and thoroughly enjoyed the music supplied by the Hotel orchestra. Dancing commenced at 8.30 and carried on until midnight. Everybody spent an enjoyable evening and their thanks are due to Mr. E. Abraham and his Entertainment Committee for the excellent arrangements which made such a delightful evening possible.

Per s.s. President Jackson for Manila, December 4.—Mr. and Mrs. Alalain Ferguson, Mr. and Mrs. James A. Judie, Mrs. F. Longfellow, Miss E. Longfellow, Mr. Adam G. S. Morton, Mr. James Smirke, Mr. Otto Schneider and Mr. D. E. Server.

DEPARTED.

Per s.s. President Jackson for Manila, December 4.—Mr. and Mrs. Master M. P. Alger, Miss Barbara Alger, Miss F. Alvarez, Capt. C. S. Bookwalter, Mrs. J. F. Bromfield, M. G. M. Doolittle, Dr. E. A. Friend, Mr. Wm. Greenbaum, Miss Augusta S. Hultman, Mr. H. Johnson, Mrs. A. H. Johnson, Mrs. Thos. L. Kirkpatrick, Mr. and Mrs. I. Kobayashi, Mrs. Mayra Lawrie, Mr. C. H. Nance, Mrs. Grace Palmer, Mrs. N. B. Solmer, Mr. and Mrs. Stanton Spear, Mr. and Mrs. E. F. Turner, Miss Viola M. Vuel, Mrs. D. E. Walters, Master Herbert Walters, Mr. A. Brostedt, General R. M. Blatchford, Mrs. R. M. Blatchford, Mrs. L. Weinheimer, Countess Rothkirch, Miss A. Rothkirch, Miss V. Carstanjen, Mrs. S. Hirschberg, Mr. F. J. Casan, Mr. G. H. Lora, Mrs. A. Roxas, Mr. E. S. M. Stewart, Mr. L. Berghelm and Mr. L. Weil.

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Silk, Valuables and Tea for Italy France and London (under arrangement) will be transhipped at Bombay into the Mail Steamer proceeding direct to Marseilles and London.

Parcels will be received at till office until 5 p. m., the day before sailing. The contents and value of all packages must be declared.

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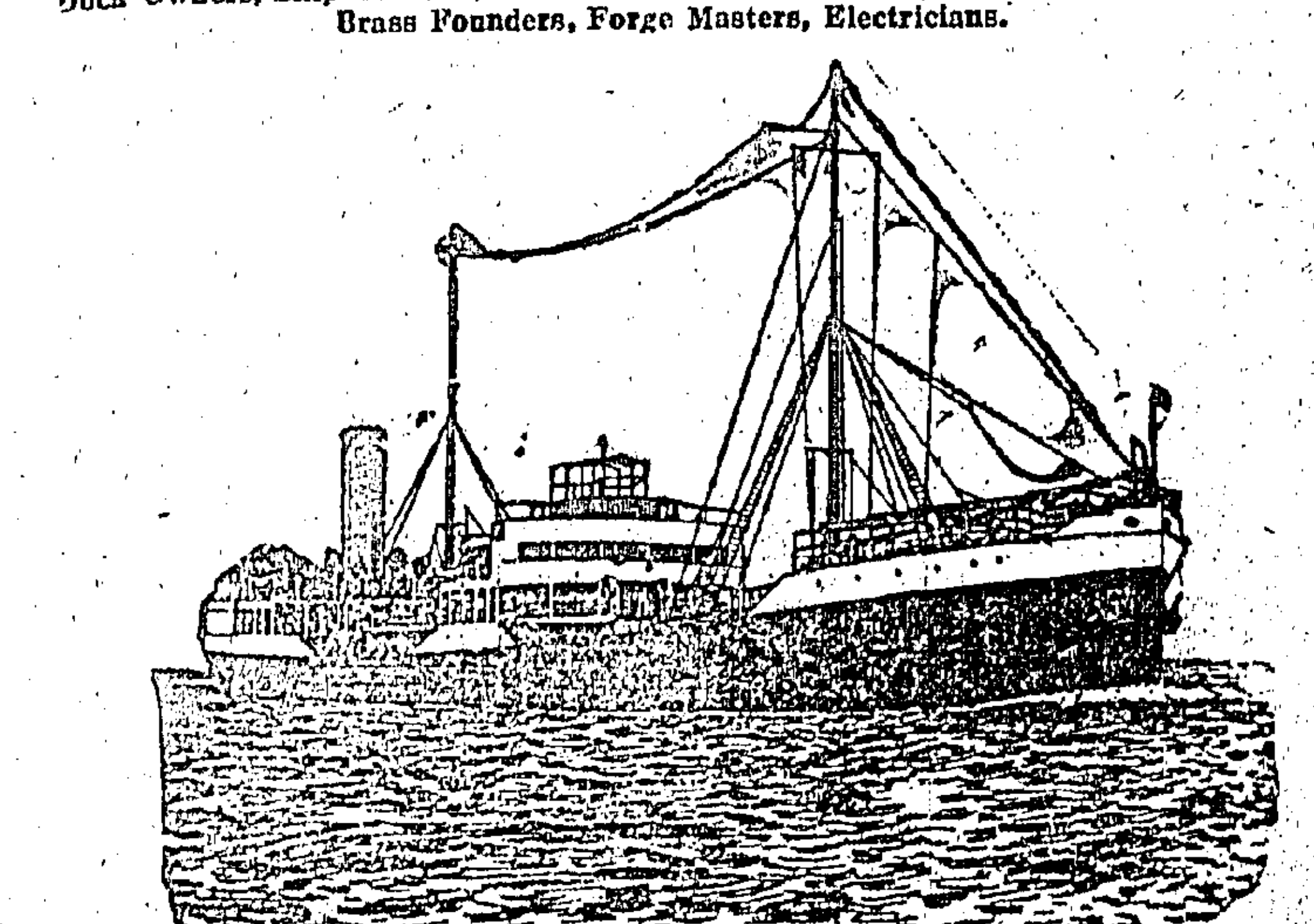
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(UNDER CONTRACT WITH H. M. GOVERNMENT.)

S.S.	Tons	From Hong-kong (about)	Destination
KASHMIR	8985	10 Dec. noon	S'pore, P'ang, C'ho & B'bay
MOREA	10,911	12 Dec. noon	Marseilles & London
KASHGAR	9,005	26th Dec.	M'les, London & Antwerp
MACEDONIA	1,1089	9th Jan.	Marseilles & London
KHYBER	9,114	23rd Jan.	M'les, London & Antwerp
DELTA	8,097	4th Feb.	S'pore, P'ang, C'ho & B'bay
MALWA	10,941	6th Feb.	Marseilles & London
KARMALA	9,128	20th Feb.	M'les, London & Antwerp
MANTUA	10,902	6th March	Marseilles & London
KASHAIR	8,985	13th March	M'les, London & Antwerp
KHYVA	9,135	20th March	M'les, London & Antwerp
MOREA	10,918	3rd April	Marseilles & London
DEVANHA	8,155	17th April	M'les, London & Antwerp
KALYAN	9,144	21st April	M'les, London & Antwerp
MACEDONIA	11,089	1st May	Marseilles & London
KASHGAR	9,005	15th May	Marseilles & London

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BRITISH INDIA-APCAR SAILINGS

TILAWA	10,000	10th Dec.	S'pore, Penang & Calcutta
TALAMBA	8,015	16th Dec.	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South).

ARAFURA	6,000	6th Jan.	Manila, Sandakan, Thurs.
ST. ALBANS	4,500	3rd Feb.	Island, Townsville, B'bane,
*TANDA	6,958	3rd March	S'pore and Melbourne

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The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

TALMA	10,000	10 Dec. 6 a.m.	Amoy, Moji, Kobe & Osaka
MACEDONIA	11,089	12th Dec.	S'hai, Moji & Kobe
ARAFURA	6,000	12th Dec.	Moji, Kobe & Yoko.
TAKADA	6,945	24th Dec.	Kobe
KHYBER	9,114	26th Dec.	Shanghai, Moji & Kobe

All dates are approximate and subject to alteration without notice.

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GLENARA	7 a.m. 4th Dec.	GLENBEG	24th December
CARNARVONSHIRE	12th Dec.	London, Rotterdam & H'burg.	
GLENSHIEL	25th Dec.	CARNARVONSHIRE	25th Jan.
PENBROOKSHIRE	7th Jan.	1st Dec. & H'burg via Oran.	
GLENIFFER	21st Jan.	GLENSHIEL	31st Jan.
GLENAGLE	4th Feb.	London, Rotterdam & H'burg.	

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AND

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Sailings from Hongkong.

S.S. "CITY OF EVANSVILLE"	Suez Canal	27th Nov.
S.S. "KEEMUN"	via Suez Canal	7th Dec.
S.S. "CITY OF DURBAN"	via Suez Canal	19th Dec.
S.S. "CITY OF LINCOLN"	via Suez Canal	28th Dec.

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IYO MARU (Nagasaki Direct) ... Friday, 18th Dec. at 11 a.m.

SHIZUOKA MARU ... Wednesday, 6th Jan.

MARSEILLES, LONDON & ANTWERP via Singapore & Ports.

KITANO MARU ... Saturday, 5th Dec. at 3 p.m.

HARUNA MARU ... Saturday, 19th Dec.

KAMO MARU ... Saturday, 2nd Jan.

HAMBURG via LONDON & ROTTERDAM & Ports.

LYON MARU ... Tuesday, 12th Jan.

LIVERPOOL via ADEN & MARSEILLES, GLASGOW

MATSUYE MARU ... Saturday, 2nd Jan.

SYDNEY & MELBOURNE via Manila & Ports.

TANGO MARU ... Wednesday, 23rd Dec. at 11 a.m.

AKI MARU ... Wednesday, 20th Jan.

NEW YORK and/or BOSTON via ADEN

RANGOON MARU ... Friday, 4th Dec.

MALACCA MARU ... Saturday, 26th Dec.

BUENOS AIRES via Singapore, Durban & Cape Town.

KAWACHI MARU ... Monday, 28th Dec.

BOMBAY via Singapore & Colombo.

SADO MARU ... Saturday, 12th Dec.

CALCUTTA via Singapore, Penang & Rangoon.

BENGAL MARU ... Friday, 18th Dec.

NAGASAKI, KOBE & YOKOHAMA.

AKI MARU ... Thursday, 17th Dec.

SHANGHAI, KOBE & YOKOHAMA.

HAKATA MARU ... Tuesday, 8th Dec.

TAMBA MARU ... Saturday, 12th Dec.

ATSUTA MARU ... Tuesday, 15th Dec.

KASHIMA MARU ... Tuesday, 29th Dec.

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M.S. "VIMINALE" ... Sails about 8th Dec.

S.S. "ESQUILINO" ... Sails about 8th Jan.

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S.S. "FUMME" ... Sails about 4th Dec.

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FROM MACAO: 8 A.M. and 2 P.M. daily.

(Sundays: 4 P.M. only).

SUNDAY EXCURSIONS—On SUNDAY, 6th December, the

s.s. "HINSHAN" will leave Hongkong at 9 A.M. from

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at 4 P.M.

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S.S. "CITY OF DURBAN" ... 19th December.

S.S. "CITY OF LINCOLN" ... 28th December.

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S.S. "CITY OF GLASGOW" ... 1st December.

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Fares to London "A" 1st Class £38. 2nd Class £60.

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S.S. "CHANGTE"

This Vessel will sail hence on

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Radio Traffic with Canton is suspended until further notice.
Interport Radio Telegrams are subject to delay.
Messages in Code must have name of Code used included in text.
The Parcel Post Service to Canton is suspended until further notice.

INWARD MAILS.

From	Per	Due
Japan	Kitano Maru	December 5.
Shanghai	Sinkiang	December 5.
Europe via Negapatam (Letters only)		December 5.
U.S.A., Honolulu, Japan and Shanghai	Trieste	December 5.
Manila	Pres. Harrison	December 7.
Europe via Negapatam (Papers only)	Suiyang	December 7.
London 5th November	Empress of Asia	December 8.
Manila	Talma	December 8.
U.S.A., Honolulu, Japan and Shanghai	Pres. Jackson	December 10.
Straits	Pres. Taft	December 14.
Australia and Manila	Atsuta Maru	December 16.
Japan	Aki Maru	December 18.
Australia and Manila	Haruna Maru	December 19.
Japan	Changsha	December 22.
Straits	Tango Maru	December 22.
	Kashima Maru	December 23.

OUTWARD MAILS.

For	Per	Date.
Fort Bayard	Hydrangea	Sat., Dec. 5, 1 p.m.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt and Europe via	Kitano Maru	Sat., Dec. 5, 12.45 p.m.
Marseilles	Registration	1.30 p.m.
	Letters	1.30 p.m.
	(Due Marseilles 3rd January, 1926.)	
Hai Phong	Tonkin	Sat., Dec. 5, 2 p.m.
Hoihow	Loksan	Sat., Dec. 5, 2 p.m.
Manila	City of Glasgow	Sat., Dec. 5, 2 p.m.
Shanghai, Japan, Honolulu, Canada, U.S.A., C. and S. America, and Europe via San Francisco and Europe via Siberia (Letters and post cards specially superscribed "Via Siberia" only)	Pres. Pierce	Sat., Dec. 5, Noon.
	Parcels	Registration 2.45 p.m.
	Letters	3.30 p.m.
	(Due San Francisco Dec. 30.)	
Amoy	Kumsang	Sat., Dec. 5, 5 p.m.
Wahaiwei	Chipshing	Sat., Dec. 5, 5 p.m.
Manila	Keemun	Sat., Dec. 5, 8.30 a.m.
Hoihow, Pakhoi and Hai Phong	Loksan	Sun., Dec. 6, 9 a.m.
Swatow, Amoy and Formosa	Hozan Maru	Sun., Dec. 6, 9 a.m.
Hoihow and Hai Phong	Mingsang	Tues., Dec. 8, 9.30 a.m.
Bangkok	Kaying	Tues., Dec. 8, 10.30 a.m.
Saigon, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt and Europe via Marseilles	Andre Lebon	Tues., Dec. 8, Registration 11.45 a.m.
	Letters	12.30 p.m.
	(Due Marseilles 9th January, 1926.)	
Amoy and Foochow	Hai Ning	Tues., Dec. 8, 2 p.m.
Amoy	Sinkiang	Tues., Dec. 8, 3.30 p.m.
Shanghai	Kwongsang	Tues., Dec. 8, 5 p.m.
Straits, Ceylon, India, Mauritius, E. & S. Africa	Kashmir	Thurs., Dec. 10, 10.30 a.m.
Swatow	Suiyang	Thurs., Dec. 10, 2.30 p.m.

Printed and Published for the Proprietor by **FREDERICK PERCY FRANKLIN**, at 11, Ice House Street, in the City of Victoria, Hongkong.

NEW YORK LETTER.

(By J. W. Dean for the Telegraph.)

New York, Oct. 29.—About this time of year celebrities become as common about hotel lobbies and theater foyers as taxicabs on Fifth Avenue.

Also, about this time of year, nonentities become apers of celebrities. It is the latter that try to "impress" the visitors to New York. They parade and make every effort to attract attention in the lobbies and finally convince strangers that they are people of importance.

The fact is that most celebrities try to avoid attracting attention. They seek, insofar as is possible, to dodge public gaze and to make themselves as invisible to "lion hunters" as possible. They have long since learned that if they are spotted, something very close to a parade is likely to trail them until they disappear.

Walking along Fifth Avenue the other day I happened upon the fiftieth celebration of what once was considered the maddest financial venture in New York's history.

Wall Street both laughed and wept when a bank dared open in such a section just half a century ago.

To-day this bank is a veritable monument of red-bricked dignity. What Wall Street didn't think of was the woman shopper, and there are tens of thousands of her on Fifth Avenue. And how handy the bank was when the shopping belt of New York reached more and more toward uptown. And how handy to the great shops that came to replace the mansions of the fashionable!

The bank sent branches into many sections while Wall Street banks fight to get branches near the spot for which they predicted dire disaster.

A Lexington Avenue barber shop has added a jazz band as a lure to customers. Upon the opening day of the shop pretty

maids did the Charleston on the tile floor, and haircuts were in greater demand than shaves, while massages were almost unknown. It is not recorded whether or not the barbers have learned to shave rhythmically, or whether a "red-hot" tune results in a slipping razor.

The fashions of the country are not set by Broadway actresses or Parisian mannequins. They are established by the buyers from the hinterland who make annual or semi-annual pilgrimages to Gotham.

The buyers of women's apparel come here from Junction City, Gopher Prairie and Plymouth. They first buy clothes for themselves—a suit, a cloak, a dress or two, a hat, gloves and shoes. Then they buy articles of similar style for their stores.

Only a few years back manufacturers of women's wear put their product on sale in New York. After several months they bundled up the unsold articles and shipped them to other cities. The effect of this was that girls and women in smaller cities and in the rural districts often were months behind the styles. And they were very self-conscious about this if they visited New York or a few of the other big cities.

This has changed. The women who walk out of the depots here are just as neatly and fashionably garbed as any New York woman, and often more so. Manufacturers distribute their product over the country store at one time. The smallest cross-roads store is generally as up-to-date in the wares it handles as the most pretentious shops on Fifth Avenue.

New Yorkers will soon have to change their shirts and collars daily, or oftener, just as Pittsburghers or Cincinnatians do. This has been a remarkably clean city due to the fact that no soft coal is burned here, but with a shortage of hard coal threatening the ban on bituminous has been lifted. This will banish homesickness among many of the boys from the midwest.

HOOGHLY TRAGEDY.

BOAT SINKS WITH PASSENGERS.

Calcutta, 4th November: (delayed) A terrible tragedy occurred on the Hooghly near Khardah yesterday. It is stated about forty persons, mostly ladies and children residing in and around Serampore, went to witness a Hindu festival and as the boat passed through the eddy it listed dangerously due to rough waves and the buckwash of a passing steamer and the passengers stampeding to the other side caused the boat to sink.

Volunteers and river police rescued about 20 persons but the rest were found to be missing and are believed to have been drowned. Eleven dead bodies have been recovered. In the bottom of the boat a body of a woman was found with her baby tightly clasped in her arms.

BRITISH FILMS.

GOVERNMENT ACTION DEMANDED.

London, 10th November: It is high time the Government took action in the interests of the British film industry declares Lord Newton in a letter emphasizing that the future of the industry does not only concern Britain, but the Empire generally.

Early in the year the Government were pressed to institute an immediate enquiry, but he points out that although trade conferences have been proceeding for the last six months no definite scheme has yet been submitted to the Government.

The dissension within the industry should not be permitted to delay action. This delay, especially when accompanied by rumours of the wholesale purchase of British cinemas by American producers, cannot but be most detrimental to what remains of the British industry.

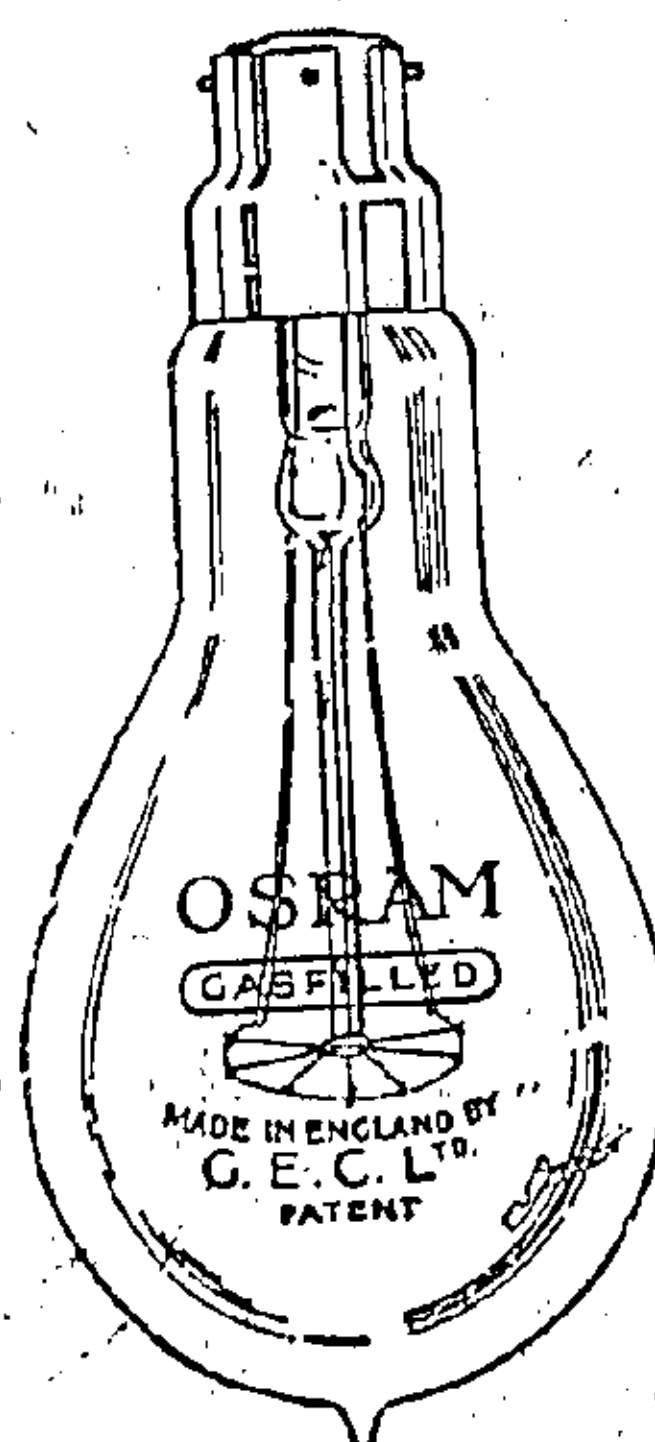
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